The China Mail.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DRACON & Co., 150 & 154, *Leadenhall Street*. W. M. WELLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 160 *Fleet Street*

PARIS AND EUROPE:—AMEDEE PRINCE, 36, *Rue Lafayette, Paris*.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINZEN & Co., *Manila*

CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 6,300,000.
RESERVE LIABILITY OF PROP'TORS.....$10,000,000.

COURT OF DIRECTORS:—
T. E. DAVIES, Esq.—Chairman.
H. HOPPIUS, Esq.—Deputy Chairman.
James J. Bell Irving, Esq. | Alex. McConachie, Esq.
C. J. Holliday, Esq. | J. S. Moses, Esq.
Carl Jantzen, Esq. | D. R. Sassoon, Esq.
Julius Kramer, Esq.

CHIEF MANAGER:
Hongkong—F. DE BOVIS, Esq.
MANAGER:
Shanghai—J. F. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO. LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance up to $200,000.
On Fixed Deposits.—
For 6 months 3½ per cent. per annum.
" 12 " 4½ " " up to $200,000.
" 12 " 4 " " on sums in excess of $200,000.

HONGKONG—INTEREST CHARGED.
6 % on LOANS against Shares with full margin.
6 % on Advances against Goods in neutral godowns.
7 % on Current Account Overdrafts.
7 % on Advances against Goods in private godowns.

F. DE BOVIS,
Chief Manager.
Hongkong, May 13, 1892. 1571

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.
SUBSCRIBED CAPITAL.....£ 500,000.

HEAD OFFICE - HONGKONG.

Court of Directors.
D. GILLIES, Esq. | CHOW TUNG SHANG, Esq.
CHAN KIT SHAN, Esq. | W. WOTTON, Esq.
C. J. HIRST, Esq.
KWAN HOI CHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.

Advisory Committee in London.
THOMAS CARMICHAEL, Esq., Messrs Dent, Palmer & Co.
JOHN BUTTERY, Esq., Messrs John Buttery & Co.
C. R. STUART WORTLEY, Esq., M.P. for Hallam.
GEO. MUNRO.....*Manager*.

Bankers.
THE ALLIANCE BANK, LIMITED.
THE COMMERCIAL BANK OF SCOTLAND.

Yokohama—D. FRASER, *Manager*.

Shanghai - C. J. GALLOWAY, *Manager*.

Amoy J. ANDERSON, *Manager*.

Current Accounts opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on securities or goods in neutral godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed 5 %.
do. 6 do. do. 4 %.
do. 3 do. do. 3 %.
Current Accounts 2 %.

For rates of Interest for other periods apply to the MANAGER.

Hongkong, May 18, 1892. 22

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at **3½ PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK**, to be placed on **FIXED DEPOSIT at 4½ PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
F. DE BOVIS,
Chief Manager.
Hongkong, August 1, 1891. 1515

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, $1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLE, Amoy.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL.....£2,000,000.
PAID-UP CAPITAL.....£580,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office...25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

E. W. RUTTER,
Manager.
Hongkong, August 10, 1891. 1362

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 6th of June (WHIT MONDAY).

For the 'Chartered Mercantile Bank of India, London and China,'
JOHN THURBURN,
Manager, Hongkong.

For the 'Chartered Bank of India, Australia and China,'
T. H. WHITEHEAD,
Manager, Hongkong.

For the 'Hongkong and Shanghai Banking Corporation,'
F. DE BOVIS,
Chief Manager.

For the 'New Oriental Bank Corporation, Limited,'
E. W. RUTTER,
Manager, Hongkong.

For the 'Comptoir National d'Escompte de Paris,'
L. GLENAT,
Acting Agent, Hongkong.

For the 'Bank of China, Japan, and the Straits, Ltd.,' Hongkong,
CHANTREY INCHBALD,
Manager.

For 'The National Bank of China, Limited,'
GEO. W. F. PLAYFAIR,
Chief Manager.
Hongkong, June 1, 1892. 982

NOTICE.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

ALL PERSONS holding SCRIP in the above Company are requested to send them in AT ONCE for Transfer.

A Circular will be sent to each SHAREHOLDER, in reference to the re-construction of the Company.

A. O'D. GOURDIN,
Secretary.
Hongkong, May 25, 1892. 940

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the Third Ordinary Yearly MEETING of SHAREHOLDERS in the above Company, will be held at the Company's OFFICE, No. 6, Ice House Lane, on SATURDAY, the 11th June, at Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1892, and electing Directors and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 28th May to 11th June, both days inclusive.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.
Hongkong, May 26, 1892. 948

THE JELEBU MINING & TRADING COMPANY, LIMITED.

A DIVIDEND of 15 % for the Half Year closing 31st January, 1892, having been declared, COUPONS No. 4 is PAYABLE at the NEW ORIENTAL BANK CORPORATION, LD., in Hongkong and Singapore on and after to day as follows:—

Set A for 5) Shares with $37.50
" B " 20 " " 15.00
" C " 5 " " 3.75

STÜTTENBACH BROTHERS & Co.,
General Agents.
Singapore, 23rd May, 1892. 966

PEAK HOTEL.

THIS Commodious and Well appointed HOTEL, situated at a height of 1,259 feet above sea-level, has been LEASED by the PROPRIETORS of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in QUEEN'S ROAD, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, Redecorated and Refurnished.

A NEW and HANDSOME BAR has been Opened on the Basement, while a New BAR and BILLIARD ROOM has been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL."

DORABJEE & HING KEE,
Lessees.
Hongkong, May 7, 1892. 733

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

Business Notices.

LANE, CRAWFORD & Co.

NEW STOCK OF
CALCUTTA PITH SUN HATS.

STRAW HATS,
NEW BANDS AND PUGGAREES.

NEW FELT HATS.
LANE, CRAWFORD & Co.

Hongkong, May 19, 1892. 900

W. POWELL & Co.

NEW GOODS EX *GLENORCHY*.

FASHIONABLE LADIES' HATS and BONNETS.
CHILDREN'S WHITE SUN HATS.
SPECIALITIES in FRENCH DELVINES and MUSLINS.
LADIES' and CHILDREN'S FRENCH SHOES.
TENNIS and CANVAS SHOES.
W. POWELL & Co.
Hongkong, May 21, 1892. 914

THE MOUNT AUSTIN HOTEL,

Telegraphic address "EXCELSIOR," Hongkong, A. B. C. Code. 1,400 FEET ABOVE SEA LEVEL. TELEPHONE No. 35.

TARIFF UNTIL FURTHER NOTICE AND SUBJECT TO ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the day (1 person)....$ 5.00.
do. do. (for married couples) occupying one room.....} 7.50.
Board and Lodging by the week (1 person)... 30.00.
do. do. (for married couples) occupying one room.....} 45.00.
Board and Lodging by the month (1 person) 90.00.
do. do. (for married couples) occupying one room.....} 135.00.
Sitting room by the day...$ 3.00.
do. month... 50.00.
Extra Bedroom by the day 2.50.
do. month... 45.00.
Bed and Breakfast..... 2.50.
Children by special arrangement.

For further Particulars apply to the Undersigned at the Company's OFFICE, 36 and 40, Queen's Road Central, over the Hongkong Dispensary, or to the MANAGER, MOUNT AUSTIN HOTEL.

JOHN A. JUPP, *Secretary*.
Hongkong, May 1, 1892. 796

ROBERT LANG & Co.

NEW GOODS.

A LARGE SELECTION OF WHITE AND STRIPE FLANNELS AND SERGES.
TROPICAL TWEEDS, HOMESPUNS AND COATINGS.
TERAI HATS (ALL COLORS) AND SUN HATS.
BOOTS AND SHOES.
WATERPROOF COATS AND UMBRELLAS.
&c., &c., &c. 865

DAWSON'S BOOTS.

WEAR LONGER,
LOOK BETTER,
ARE EASIER

Than any other make. None are genuine without this

TRADE MARK STAMPED ON SOLES.

Write for Catalogue for Wholesale Trade.

JOSEPH DAWSON & SONS,
WHOLESALE AND EXPORT
BOOT AND SHOE MANUFACTURERS,
23, London Wall, London.—Factory, Northampton.

Intimations.

NOTICE.

OUR OFFICE has This Day been REMOVED to the FIRST FLOOR of No. 64, QUEEN'S ROAD CENTRAL, above the premises occupied by Messrs G. Falconer & Co.

DENNYS & MOSSOP,
Solicitors and Notaries.
Hongkong, May 28, 1892. 957

TRADE MARK.

CALDBECK MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.
Hongkong, August 18, 1891. 1612

WING HONG,
TAILOR, DRAPER & OUTFITTER,
JUST RECEIVED
A LARGE STOCK OF
FANCY FLANNELS, SERGES, SCOTCH TWEEDS, CHINESE SILKS.
All Kinds of
WINTER WOOLEN CLOTHS *on hand*.
SELLING AT LOWEST PRICES,
also,
BEST TAILOR WORK AND PERFECT FIT GUARANTEED.
Please call in and try.
68, QUEEN'S ROAD CENTRAL. 2050

Intimations.

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN OF 1886.

26th INTEREST.

INTEREST DUE on BONDS of this LOAN will be Payable at the OFFICES of the HONGKONG & SHANGHAI BANKING CORPORATION on and after the 1st June, 1892.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
pro *Chief Manager*.
Hongkong, May 31, 1892. 972

NOTICE TO MARINERS.

No. 18 (SPECIAL).

CHINA SEA—BONHAM STRAIT.

WRECK OF STEAMSHIP *PEKING*; REMOVAL OF LIGHT-VESSEL.

NOTICE is hereby given that the TEMPORARY LIGHT-VESSEL which was placed in position to mark the WRECK of the STEAMSHIP *Peking*, having been found unreliable, will be withdrawn as soon as practicable. In the meantime Navigators should make use of the Lights on Bonham Island and Gutzlaff to guide them clear of the wreck.

A. M. BISBEE,
Coast Inspector.
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 31st May, 1892. 973

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 4th June, 1892, at 2.30 p.m., at his Sales Rooms, Queen's Road,—

SUNDRY JEWELLERY,

comprising:—

GENTLEMEN'S & LADIES' GOLD WATCHES; DIAMOND RINGS, EAR-RINGS, BROOCHES, SCARF PINS, SCARF RINGS and BRACELETS; GOLD CHAINS, GOLD STUDS SOLITARES with DIAMONDS, GOLD RINGS with SAPPHIRE and OTHER STONES.

&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, June 1, 1892. 981

For Sale.

FOR SALE.

A SMALL Invoice of the Well-known G. H. MUMM & Co.'s

CHAMPAGNE,

In Cases of 1 doz. quarts at $25 per case.
do. 2 " pints " $27 do.

SHEWAN & Co.,
Agents.
Hongkong, May 16, 1892. 876

BALL PROGRAMMES FOR SALE.
IN NEW SHADES AND PATTERNS.
'CHINA MAIL' OFFICE,
5, WINDHAM STREET.

To Let.

TO LET.

HOUSES at the PEAK and at 'BELILIOS TERRACE.'
SHOP in 'BEACONSFIELD ARCADE,' Queen's Road.
HOUSE, No. 31, Pokfulum Road. 'WEST VILLA.'
GODOWNS in DUDDELL STREET.
HOUSE, No. 1, DUDDELL STREET.
BUNGALOW, 'DELMAR,' Yow-ma-tee.
GODOWNS or OFFICES—First Floor at back of 'MARINE HOUSE.'

Apply to
BELILIOS & Co.
Hongkong, June 1, 1892. 983

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, May 4, 1892. 816

TO LET.

NO. 4, HOLLYWOOD ROAD.
TUSCULUM, MAGAZINE GAP.
Nos. 2, 4 and 10, SEYMOUR TERRACE.
No. 6, QUEEN'S ROAD CENTRAL (now in the occupation of Mr. AU ATACK).

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, May 31, 1892. 325

Intimations.

KELLY & WALSH, LIMITED.

JUST PUBLISHED, PRICE 50 CENTS,
TYPHOON WARNINGS,
BY Dr. DOBERCK,
Director of the Hongkong Government Observatory; being a Card of Signals to be hoisted on the approach of a Typhoon.

SECOND EDITION, PRICE $1, Royal 8vo.,
THE LAW OF STORMS
IN THE EASTERN SEASONS,
BY
Dr. DOBERCK,
With Diagrams showing the paths of Typhoons in 1886 and 1887.

THIRD EDITION, PRICE 50 CENTS, DEMY 8vo.,
INSTRUCTIONS
FOR MAKING
METEOROLOGICAL OBSERVATIONS,
PREPARED FOR USE IN CHINA,
BY
DR. DOBERCK,
Government Astronomer.

PRICE 30 CENTS, CROWN 8vo.,
THE TYPHOONS
OF THE EASTERN SEAS,
BY
MAJOR-GENERAL H. S. PALMER, R.E.,
Superintendent Engineer of Harbour Works, Yokohama.

KELLY & WALSH, LIMITED,
PUBLISHERS. 952

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be THE BEST AND THE MOST ECONOMICAL OF ALL THE JAPANESE COALS.

Its export is increasing yearly, and the opinions expressed by several of THE LARGEST REGULAR CONSUMERS are in testimony of the EXCELLENT QUALITIES OF THIS COAL.

ATTENTION is called to the following ADVANTAGES to Shipowners and Captains, who Coal their Bunkers direct from the Undersigned:—
Freshness of the Coal.
Uniformity of quality.
Freedom from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
Best of weight, etc., etc.

MITSUI BUSSAN KAISHIA,
Sole Agents.
Hongkong, April 4, 1892. 631

PRIVATE BOARD & RESIDENCE.

MRS. FALCONER has VACANCIES for GENTLEMEN RESIDENT BOARDERS, at Kowloon, Victoria View.

Hongkong, July 13, 1891. 1368

Notices of Firms.

NOTICE.

MR. FRANK SMYTH has This Day TAKEN OVER CHARGE of our BUSINESS in Hongkong, and will SIGN our Firm's Name per Procuration.

W. HEWETT & Co.
Hongkong, May 18, 1892. 893

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Niobe*, Captain E. G. PFAFF, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th Inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.
Hongkong, June 1, 1892. 975

STEAMSHIP *CALEDONIEN*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Labourdonnais*, from Havre ex S.S. *Tamise*, and from Bordeaux ex S.S. *Nantes, Bordeaux, Meurthe* and *Marie*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the HONGKONG & KOWLOON WHARF & GODOWN COMPANY'S Godowns, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 2 p.m. TO-DAY (Wednesday), the 1st Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 8th Instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before WEDNESDAY, the 8th Inst., or they will not be recognised.

All Damaged Packages will be examined on WEDNESDAY, the 8th Instant, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, June 1, 1892. 979

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arratoon Apcar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 1st Proximo will be landed at Consignees' risk and expense into the Godowns of the WANCHAI WAREHOUSE AND STORAGE CO., LTD., Wanchai.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, May 30, 1892. 961

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glengyle*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 6th Proximo will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 13th Proximo, otherwise they will not be recognized.

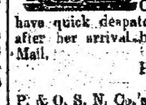
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.
Hongkong, May 31, 1892. 971

Shipping.

Steamers.

STEAM TO SHANGHAI.



The P. & O. S. N. Co.'s Steamship *Cathay*, Captain A. SYMONS, will have quick despatch for the above port after her arrival here with the outward Mail.

H. H. JOSEPH,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, May 28, 1892. 954

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE.

(*Calling at NAGASAKI & YOKOHAMA, if sufficient inducement offers.*)

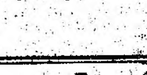
The Co.'s Steamship *Pakling*, G. W. LONG, Commander, will be despatched as above on or about the 21st June.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, May 30, 1892. 963

Shipping.

Steamers.

FOR YOKOHAMA AND HIOGO.



The Steamship *Niobe*, Capt. E. G. PFAFF, will be despatched for the above Ports on FRIDAY, the 3rd Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, June 1, 1892. 976

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR HOIHOW & HAIPHONG.

(*Taking Passengers and Cargo for* TOURANE & QUINHON.)

The Co.'s Steamship *Haiphong*, Captain GALLETTI, will leave for the above Ports on SATURDAY, the 4th Inst., at Noon.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, June 1, 1892. 984

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR HOIHOW AND BANGKOK.

The Company's Steamer *Kong Beng*, Capt. J. B. JACKSON, will be despatched for the above Ports on SATURDAY, the 4th of June, at 10 a.m.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, May 31, 1892. 970

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Agamemnon*, Capt. WILLIAMS, will be despatched as above on SATURDAY, the 4th Proximo, at 3 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 31, 1892. 931

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Chingtu*, A. HUNT, Commander, will be despatched as above on 4th Proximo, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second-class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 31, 1892. 934

STEAM TO STRAITS AND BOMBAY.

(*Calling at* COLOMBO, *if sufficient inducement offers.*)

The P. & O. S. N. Co.'s Steamship *Venetia*, Capt. T. F. GREEN, will leave for the above places on TUESDAY, the 7th June, at Noon.

H. H. JOSEPH,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, May 30, 1892. 963

FOR SINGAPORE, HAVRE AND HAMBURG.

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Kriemhild*, Capt. F. EHLERS, will be despatched for the above Ports on THURSDAY, the 9th Inst., at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, June 1, 1892. 980

STEAM TO STRAITS & CALCUTTA.

The P. & O. S. N. Co.'s Steamship *Canton*, Capt. C. E. BAKER, will leave for the above places on FRIDAY, the 10th Instant, at Noon.

H. H. JOSEPH,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, June 1, 1892. 977

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(*Passing through the* INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Ansona*, Captain W. D. MUDGE, will leave for the above places on SATURDAY, the 11th June, at Daylight.

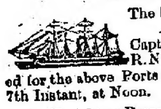
H. H. JOSEPH,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, May 28, 1892. 953

Sailing Vessels.

FOR SAN FRANCISCO.

The 3/3 *L.I.I.* American Ship *Wm. J. Hatch*, BRAY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, April 20, 1892 732



To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

COMPETITION for Mr. SASSOON'S CUP and SPOONS Next SATURDAY, 4th Instant. Ranges, 200 and 300 yards. Time, 3 p.m.

ED. ROBINSON,
Hon. Secretary.

Hongkong, June 2, 1892. 986

INSURANCE HOLIDAY.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 6th Instant (WHIT MONDAY).

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Ltd.;
General Managers,
Hongkong Fire Insurance Co., Ltd.
N. J. EDE,
Secretary,
Union Insurance Society of Canton, Ltd.
W. H. PERCIVAL,
Agent,
North-China Insurance Co., Ltd.
W. H. RAY,
Secretary,
China Traders' Insurance Co., Ltd.
SHEWAN & Co.,
Agents,
Yangtsze Insurance Association, Ltd.
GEO. L. TOMLIN,
Acting Secretary,
China Fire Insurance Co., Ltd.
ALEX. R. CATTO,
Acting Agent,
The Straits Insurance Co., Ltd.;
The Straits Fire Insurance Co., Ltd.
DODWELL, CARLILL & Co.,
Agents,
Singapore Insurance Company, Ltd.

Hongkong, June 2, 1892. 987

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Arratoon Apcar*, Captain J. E. HAUSEN, R.N.R., will be despatched for the above Ports on TUESDAY, the 7th Instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, June 2, 1892. 983

TO LET.

FOR ONE YEAR.

From 30th June 1892 until 30th June 1893.

A HOUSE in HILL DISTRICT (Magazine Gap). It contains Six (6) LARGE ROOMS; has Extensive and Lofty BASEMENT, DRYING ROOM and SERVANT'S QUARTERS.

COOLIE HOUSES separate from main building. TENNIS COURT. Water laid on to Kitchen and Bath-rooms. One of the BEST HOUSES in the Colony.

For Terms, apply to
MONTAGUE BEART,
Beaconsfield.

Hongkong, June 2, 1892. 974

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

AHON, Norw. barque, Capt. A. Christensen.—Eduard Schellhass & Co.

MELPOMENE, Austrian steamer, Capt. A. Mitis.—David Sassoon, Sons & Co.

OMEGA, British barque, Captain A. V. Brown.—Master.

SHIPPING.

ARRIVALS.

June 2:—

Fooksang, British str., from Whampoa.

Kweilin, British str., from Whampoa.

Cicero, British str., 1,030, A. George, Saigon May 29, General.—CHINESE.

Namoa, British steamer, 863, Roach, Foochow May 29, Amoy 31, and Swatow June 1, General.—DOUGLAS STEAMSHIP Co.

City of Belfast, British steamer, 1,415, Donald McAlpin, Batoum April 24, Kerosine.—DAVID SASSOON, SONS & Co.

Agamemnon, British str., 1,491, Williams, Shanghai May 29, General.—BUTTERFIELD & SWIRE.

DEPARTURES.

June 2:—

Caledonien, for Shanghai.
Melpomene, for Shanghai.
Cheang Hye Teng, for Amoy.
Benlemond, for Kobe.
Hailoong, for Swatow.
Mary Blair, for Mantung.
Kweilin, for Shanghai.
China, for Amoy, Japan and San Francisco.
Taisang, for Shanghai.
Michael Jebsen, for Iloilo.
Fooksang, for Swatow.
Amoy, for Nagasaki.

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Hoihow and Bangkok.	Kong Beng (s)	Yuen Fat Hong	June 4, at 10 a.m.
Hoihow and Haiphong	Haiphong (s)	Messageries Maritimes	June 4, at noon.
Kobé	Pakling (s)	Arnhold, Karberg & Co.	About June 21.
London, v. Suez Canal	Agamemnon (s)	Butterfield & Swire	June 4, at 3 p.m.
London & Ports of Call	Thames (s)	P. & O. S. N. Co.	June 9, at noon.
Marseilles, v. Saigon	Sydney (s)	Messageries Maritimes	June 15, at noon.
Port Darwin, &c.	Chingtu (s)	Butterfield & Swire	June 4, at 3 p.m.
S. Francisco, v. Japan	Belgic (s)	O. & O. S. S. Co.	June 14, at 1 p.m.
San Francisco	Wm. J. Rotch	Shewan & Co.	Quick despatch.
Shanghai	Cathay (s)	P. & O. S. N. Co.	Quick despatch.
S'pore, Havre & H'burg	Kriemhild (s)	Siemssen & Co.	June 9, at 4 p.m.
S'pore, Penang & C'tta	Arratoon Apcar (s)	D. Sassoon, Sons & Co.	June 7, at noon.
Straits and Bombay	Venetia (s)	P. & O. S. N. Co.	June 7, at noon.
Straits and Calcutta	Canton (s)	P. & O. S. N. Co.	June 10, at noon.
Vancouver (B.C.) &	Empress of China (s)	Canadian P'fic R. Co.	June 18, at noon.
Victoria (B.C.), &c.	Batavia (s)	Nor. P'fic S. & R. Cos.	June 11, at noon.
Yokohama and Hiogo	Niobe (s)	Siemssen & Co.	June 3, at 4 p.m.
Y'hama, N'k & Kobé	Ancona (s)	P. & O. S. N. Co.	June 11, daylight.

CLEARED.

Holstein, for Saigon.
Kweiyang, for Wuhu.
Benalder, for Saigon.
Memnon, for Sandakan.
Avochie, for Hongay.
Cosmopolit, for Hoihow.

PASSENGERS.

ARRIVED.

Per *Cicero*, from Saigon, 55 Chinese.

Per *Namoa*, from Coast Ports, 94 Chinese.

Per *Agamemnon*, from Shanghai, Mr Boysee, 2 Europeans, and 3 Chinese.

DEPARTED.

Per *Caledonien*, for Shanghai: from Hongkong, Messrs R. Stern, W. G. Guy, and L. Beck; from Marseilles, Mr Villemot, Mr Perras, and 3 Missionaries; from Alexandria, Rev. Peyris; from Singapore, Mr Elliot, and 2 Japanese. For Kobe: from Hongkong, Mr D. H. Mackintosh, Mrs Booth; from Port Said, Rev. Marnas; from Singapore, 3 Japanese. For Yokohama: from Hongkong, Messrs de Vial, L. Chanel, H. Swithinbank, Abbé Carron, and A. Norkott; from Marseilles, Messrs Gotto, Ishikawa, Pitteri, Esonronda and Durand; from Port Said Mr Batzom; from Singapore, Mr and Mrs Meyer, and Mr Perk.

Per *China*, for Amoy, Capt. Christensen; for Yokohama, Mr Jas. Wallace, Miss A. Carter, and Mr C. L. Gorham; for San Francisco, Miss Maud Morgan, Mr Geo. S. Folsom, Mr and Mrs J. L. Moody and daughter, and Miss Reed; for London, Mr Alex. Rodger, Surgeon-Lieut.-Col. Barrow; for Liverpool, Mr D. F. Fanekner.

Per *Hailoong*, for Tamsui, Dr. Peterson.

SHIPPING REPORTS.

The British steamer *Cicero* reports: Had light S.E. wind and fine clear weather from port to port.

The British steamer *Namoa* reports: Left Foochow on the 29th May, experienced light S.E. wind, overcast and rain; latter part, dense fog to Amoy. Left Amoy on the 31st, and Swatow on the 1st June; from Amoy to Swatow, fresh South-Westerly breeze, overcast and hazy weather; and from Swatow to port, moderate South-Westerly breeze, and fine weather. Strs. in Foochow, *Feechen*, *Else*, *Vorwaerts*, and H.M.S. *Linnet*. Steamers in Amoy, *Formosa*, *Namyong* and *Taiwan*. Steamers in Swatow, *Loksang* and *Tamsui*.

The British steamer *City of Belfast* reports: Had fine weather and light S.W. winds in China Sea. May 29th, spoke *Josephus*, from Hongkong, bound to New York, 28 days out, latitude 8° 05' N., long. 108° 35' E.

EXPORT CARGOES.

Per S. S. *Bayern*, sailed 29th May:—For Singapore, 10 cases Matches; for Genoa, 50 boxes Cassia; for New York, 2 boxes Silk; for London, 1,407 pkgs. Fire Crackers and 70 cases Essential Oil; for Port Said, 5 cases Glassware; for Amsterdam, 8 cases Chinaware, 8½ chests Tea, 10 cases Tea Sticks, 26 cases Preserves, 2 cases Blackwoodware, and 2 cases Merchandise; for London, 3 cases Treasure, value $74.314.45; for Antwerp, 34 cases Chinaware, 11 cases Bristles, 26 cases Merchandise, 11 cases Blackwoodware, 282 bales Rattancore, and 10 cases Cock Feathers from Canton; for Hamburg, 850 pkgs. Fire Crackers, 1 case Curios, 1 roll Matting, and 9 pkgs. Private Effects; for Bremen/Hamburg, 20 boxes Bristles, and 15 bales Duck Feathers; for Bremen, 20 boxes Bristles, 10 boxes Merchandise, 2 boxes Curios, 397 rolls Matting, 67 bales Hemp, 1 case Cigars and 5 cases Tobacco-leaves from Manila, 17 cases Chinaware and 30 cases Palm-leaf Fans, from Canton.

Per S. S. *Yangtsé*, sailed 1st June:—For Continent, 91 bales Raw Silk, 10 bales Hair, 167 bales Silk, 11 bales Skins, 30 cases Silk Piece Goods, 11 cases Fans, 6 cases Glass Bangles, 27 cases Staraniseed, 305 pkgs. Tea, and 4 pkgs. Sundries.

MOUNT AUSTIN HOTEL.

LIST OF VISITORS.

Mrs George Armstrong
Miss Armstrong
Mr Blamey
Mr F. de Bovis
Mr & Mrs E. V. Brenan and children
Mr Hart Buck
Consul Budler
Mr E. Byrne
Mrs Alexander Cook
Mr George Fenwick
Hon. W. M. Goodman
Mr and Mrs Guinness
Mrs W. S. Inglis and children
Mr Henry M. Jones
Mr Land
Mr Charles C. Malsch
Mr W. R. Needham
Mr A. Ross
Mr Taylor
Capt. & Mrs de Tessier
Mr and Mrs J. A. Thomson
Mr J. Walter

VICTORIA HOTEL.

VISITORS' LIST.

Mr Emile Adet
Mr G. Adet
Mr H. Charpantice
Mr D. D. Cursetjee
Mrs Farmer
Mr Alexander Ewing
Capt. T. Billebraudt
Mr E. V. Hirsch
Miss E. James
Mr Morton Jones
Mr E. B. Jorey
Mr V. Kofod
Capt. J. S. Nelson
Capt. Geo. B. Pallett
Mr W. Smith
Mr Solomon
Mr Solomon, Jr.
Mr John Stewart
Mr Geo. Stewart
Mr William Stewart
Mr and Mrs Valdes
Mr Thos. Wood
Capt. James Young

POST OFFICE NOTICES.

MAILS will close:—

For KUDAT & SANDAKAN.—
Per *Memnon*, at 2.30 p.m., on Friday, the 3rd June.

For YOKOHAMA & KOBE.—
Per *Niobe*, at 3.30 p.m., on Friday, the 3rd inst.

For SHANGHAI.—
Per *Glenfalloch*, at 5 p.m., on Friday, the 3rd inst.

For NAGASAKI, KOBE & YOKOHAMA.—
Per *Ancona*, at 5 p.m., on Friday, the 10th June.

For ILOILO.—
Per *Picciola*, at 5 p.m., on Friday, the 3rd inst.

For MOJI.—
Per *Mogul*, at 5 p.m., on Friday, the 3rd inst.

POST OFFICE NOTICES.

MAILS will close:—

For HOIHOW & BANGKOK.—
Per *Kong Beng*, at 9.30 a.m., on Saturday, the 4th June.

For HOIHOW & HAIPHONG.—
Per *Haiphong*, at 11.30 a.m., on Saturday, the 4th inst.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—(Supplementary Mail on board till time of departure. Extra postage 10 cents).
Per *Chingtu*, at 2.30 p.m., on Saturday, the 4th June.

For SINGAPORE & LONDON.—
Per *Agamemnon*, at 2.30 p.m., on Saturday, the 4th June.

For STRAITS & BOMBAY.—
Per *Venetia*, at 11.30 a.m., on Tuesday, the 7th June.

For SINGAPORE.—
Per *Kriemhild*, at 8.30 p.m., on Thursday, the 9th inst.

For STRAITS & CALCUTTA.—
Per *Canton*, at 11.30 a.m., on Friday, the 10th inst.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Thames* will be despatched on THURSDAY, the 9th June, with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.—

The British Contract Packet *Empress of China* will be despatched on SATURDAY, the 18th June, with Mails for Shanghai, Japan, Canada, the United States of America, and countries beyond, *viâ* Vancouver, B C.

The following hours will be observed in closing the Mails, &c.—

11.15 A.M. Registry closes.
11.30 A.M. Post-Office closes, but Correspondence may be posted on board the Packet *with the Late Fee* of 10 *cents extra Postage*, until time of departure.

HOURS OF CLOSING THE

ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.
11.00 A.M.—Mail closes.

☞ LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

Letters Parcels, &c., *for* Kowloon Point and steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m.

Letters *from* Kowloon Point may be posted in the Letter Box which has been placed in the Police Station Compound up to 12 and 4 o'clock.

Local rates will be charged.

To avoid robbery, senders of letters from Kowloon are requested to cancel their stamps by writing the word *stamped* across them.

Covers containing Bank Notes, Jewellery &c. should be registered.

There will be no Sunday delivery.

☞ PEAK DELIVERY.—Letters, &c., will be delivered by the 12 and 3.30 o'clock Trams only. Correspondence and Parcels *for* the Peak may be posted in the General Post Office up to 11.30 a.m. or 3 p.m., or in the Letter Boxes in the Cars till time of Departure. With regard to letters from the Peak additional Letter Boxes have been affixed to Police Boxes at Magazine Gap, by Peak Church, and at Mount Kellet, which will be cleared at 12.30 and 4 p.m. Local Rates will be charged. No Sunday delivery. Senders are requested to cancel their Stamps by writing the word *Stamped* across them. Covers containing Bank Notes, &c. should be registered.

General Memoranda.

SATURDAY, June 4:—
Applications for Shares in the New Issue of A. S. Watson & Co., Ltd., received by H.K. & S'hai Bank in Hongkong, close.
2.30 p.m.—Auction of Sundry Jewellery, at Mr J. M. Armstrong's.
3 p.m.—Competition of the Hongkong Rifle Association.
9 p.m.—Convocation of Victoria Chapter.

SUNDAY, June 5:—
Goods per *Melpomene* undelivered after this date subject to rent.

MONDAY, June 6:—
Local Banks close.
Insurance Offices close.

TUESDAY, June 7:—
Goods per *Niobe* undelivered after this date subject to rent.

WEDNESDAY, June 8:—
Goods per Steamer *Caledonien* unclaimed after Noon subject to rent.

SATURDAY, June 11:—
Noon.—Meeting of Shareholders of The Hongkong Electric Co., Ltd., at No. 6, Ice House Lane.

MEMOS. FOR TO-MORROW.

Shipping.

4 p.m.—*Niobe* leaves for Japan.

A. S. WATSON & Co., LIMITED.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS.—(*For Invalids and general use.*)	Per doz. Case.	Per Bot.
A Alto Douro, good quality, Green Capsule	$10	$1.00
B Vintage, superior quality, Red Capsule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (*Old Bottled*)	18	1.50
SHERRIES.		
A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
CC Superior Old Dry Pale Natural Sherry, Red Seal Capsule	10	1.00
D Very Superior Old Pale Dry; choice old Wine, White Seal Capsule	12	1.10
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (*Old Bottled*)	14	1.25

CLARETS.	Per Case. 1 doz. Quarts.	Per Case. 2 doz. Pints.
A Superior Breakfast Claret, Red Capsule	$4	$4.50
B St. Estephe, Red Capsule	4.50	5 00
C St. Julien, Red Capsule	7	7 50
D La Rose, Red Capsule	11	12.00

MADEIRA, HOCK & CHAMPAGNES.

Full particulars of the various Brands in stock on application.

BRANDY.	Per doz. Case.	Per Bot.
A Hennessy's Old Pale, Red Capsule	$13	$1.20
B Superior Very Old Cognac, Red Capsule	15	1.40
C Very Old Liqueur Cognac, Red Capsule	20	1.75
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	30	2.50
SCOTCH WHISKY.		
A Thorne's Blend, White Capsule	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule, with Name and Trade Mark	8	0.75
C Watson's Aberlour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10
IRISH WHISKY.		
A John Jameson's Old Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
GENUINE BOURBON WHISKY, fine old, Red Capsule, with Name	10	1.00
GIN.		
A Fine Old Tom, White Capsule	4.50	0.40
B Fine Unsweetened, White Capsule	4.50	0.40
C Fine A. V. H. Geneva	5.25	0.50
RUM.		
Finest Old Jamaica, Violet Capsule	12	1.00
Good Leeward Island	$1.00 per Gal.	

LIQUEURS.

Benedictine, Maraschino
Curacoa, Heering's Cherry Cordial
Chartreuse, Dr. Siegert's Angostura Bitters, &c.

PRICES ON APPLICATION.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, February 4, 1892. 237

☞ *The publication of this issue commenced at 7.25 p.m.*

The China Mail.

HONGKONG, THURSDAY, JUNE 2, 1892.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(*Via Northern Line.*)

IRISH EDUCATIONAL BILL.

LONDON, 31st May, 1892.

In the House of Commons the Irish Educational Bill was read a second time and passed by a majority of 100.

THE latest craze in Parisian Society, it seems, is for cinnamon. Everything is cinnamon, not so much the colour as the spice itself, which flavours everything, and has been introduced into *ragoûts* within the last few days by one of the leading *chefs* of the French Metropolis. The reason of this may seem a mystery to our readers, says the Ceylon *Times*, but we can explain it. One of the leading French scientists has discovered that no microbe can long resist a strong infusion of cinnamon, or, in other words, that cinnamon is, in its essence, hostile and deadly to disease-germs. This discovery is, of course, if it be a really *bona fide* one, of the utmost importance, for hitherto we have been taught to believe that nothing but dynamite would remove microbes from the system; but the scientist in question has tested the power of cinnamon on every known living germ of disease, and in no instance found it to fail; and he asserts moreover, that it does not, unlike antiseptics extracted from coal tar, injuriously affect the human organism.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Strathlyon*, *Mascotte*, April 8; *Olive Branch*, 19; *Port Philip*, 22; *Taksang*, May 3; *Camelot*, *Diomed*, 10; *Formosa* 13; *Glenfruin*, *Teucer*, *Nurnberg*, *Bellona*, 17; *Shanghai*, *Benlarig*, *Feronia*, *Humber*, *Jordan*, 20; *Monmouthshire*, *Oopack*, *Oxus*, 24; *Titan*, *Pathan*, *Elektra*, 27.

HOMEWARD BOUND:—*Riversdale*, April 22; *Bellerophon*, May 10; *Strathesk*, *Achilles*, 13; *Kaisow*, 17; *Carmarthenshire*, *Frigga*, *Laertes*, *Tartar*, 20; *Aden*, *Coatham*, 24; *Deucalion*, *Preussen*, 27.

The P. & O. steamer *Cathay*, with the ENGLISH MAIL of May 6, left Singapore on Sunday, the 29th May, at 3 p.m., and may be expected here on or about Friday, the 3rd June. This Packet brings replies to letters despatched from Hongkong on March 31.

The O. & O. Co.'s s. s. *Belgic*, with the AMERICAN MAIL of May 10, left Yokohama on Monday, May 30, at 4 p.m., and may be expected here on or about Saturday, June 4.

The C. P. R. s. s. *Empress of China*, from Vancouver, left Shanghai at 5 p.m. on June 2, and may be expected here at about 9 a.m. on 5th inst.

The P. M. S. S. Co.'s s. s. *City of Peking*, with mails, &c., left San Francisco for this port *via* Yokohama on May 21.

The N. G. L. s. s. *Bisagno* from Bombay, left Singapore for this port on May 28, and may be expected here on or about June 4.

The s. s. *Chelydra*, from Straits and Calcutta, left Singapore for this port on May 31, and may be expected here on or about June 6.

The P. & O. s. s. *Formosa* left Bombay for this port on May 26.

The P. & O. Co.'s s. s. *Nizam* left Bombay for this port on May 26.

The P. & O. Co.'s s. s. *Shanghai* left London for this port on May 7.

THE Superintendent of the P. & O. S. N. Co. informs us that the Company's s. s. *Ancona* left Nagasaki for this port on the 1st inst., at 1 p.m.

TO-DAY at the Magistracy, Tang Ting, cook, was sentenced to twelve months' imprisonment for decoying a boy, 7 years of ago, from the Colony, a month ago.

FOR assaulting an Indian watchman and rescuing a prisoner at Cosmopolitan Dock yesterday, a boilermaker was fined $10 by Mr Wodehouse to-day. The watchman had attempted to arrest two men who were carrying away something from the Docks, when he was set upon, and badly beaten about the head with a stick.

THE C. P. R. s. s. *Empress of Japan* arrived at Nagasaki to-day and leaves at 10 p.m. for Vancouver *via* Kobe and Yokohama.—The C. P. R. s. s. *Empress of China*, Capt. Archibald, from Vancouver, arrived at Shanghai to-day, and sailed at 5 p.m. for Hongkong, where she may be expected to arrive at about 9 a.m. on the 5th inst.

TO-DAY, at the Magistracy, Chan Ping, money changer, was charged before Mr Wodehouse with having 40 taels of prepared opium in his possession in Hollywood Road. He was convicted, and the only thing he could plead in defence was that he was carrying the opium for a friend. His Worship imposed a fine of $75, with the alternative of two months' imprisonment. Opium confiscated.

KWOK A KAI, master of the steam launch *Punctuality*, was fined, at the Magistracy this morning, $5, for causing the whistle of his launch to be blown when there was no necessity in the waters of the Colony on 28th May. For a similar offence, aggravated by obstructing the free way at Yaumati Wharf on 29th May, the masters of the *Wife*, *Wing Cheung*, *Wing Tai*, and *Sun Mo*, were also fined $5 by Mr Wodehouse. The cases were brought by Inspector Hanson.

TWENTY men were brought before Mr Wodehouse at the Magistracy to-day by Detective Sergeant Green charged with gambling in a house at 58 Square Street. The evidence of the police was considered sufficient to convict the whole of the men, and Mr Wodehouse fined the two keepers $50 each, with the alternative of six months' imprisonment. The other men were fined $5 each, with the alternative of fourteen days' imprisonment.

In the new *Colonial Office List* just published 'Mr J. Leslie' appears as the Government Marine Surveyor of Hongkong, with a salary of $3600 per annum; Mr R. C. Dixon, the present Acting Marine Surveyor, being described as assistant. This is perhaps the only thing in the *List* which may be described as 'news.' Up to the time when the dry but useful annual of the Colonial Office arrived here by the French mail of yesterday nothing was known in the colony about the actual appointment of a Marine Surveyor. The last intimation on the subject was that published in the Government *Gazette* with reference to the provisional appointment of Mr Dixon, subject to the Secretary of State's approval. The Mr Leslie referred to is the chief engineer of the *Arratoon Apcar*, a man who stands high in his profession and who was one of the candidates for the post of Marine Surveyor. His appointment would no doubt be satisfactory to the shipping community; but if he really is appointed, it is rather remarkable that the first notification of the fact should be made through what is simply a book of reference and directory published once a year by the Colonial Office. If the appointment is actually made, the decision must have been arrived at long enough ago to afford ample time for its being announced in the proper and usual way.

TO-DAY at the Magistracy Mr J. D. Hutchison prosecuted his chair coolie, Yim Yee, for refusing duty yesterday. After hearing the evidence Mr Wodehouse imposed a fine of $3, with the alternative of fourteen days' imprisonment.

PROBATE duty has been paid on £553 15s. 11*d*., the net value of the personal estate of the late Cardinal Manning.

THE latest thing in electricity, remarks an exchange, is a machine to urge on horses in a race. When he deems it requisite, the jockey turns on a current which, while not strong enough to hurt the horse, causes the animal to jump forward to escape its influence. It is said that the appliance has been put to a practical test, and that by its assistance its designer has won a race with a horse against which odds of 100 to 1 were freely laid.

THE Golden Rose, which the Pope has the power to bestow upon Roman Catholic princesses for 'virtue,' has just been sent to the Queen of Portugal. The estimated value of the jewel is 50,000 francs. The jeweller who made it is a member of an ancient family of goldsmiths which has worked in the neighbourhood of St. Peter's for the past three hundred years. His fee was 8,000 francs. The stem of the rose is of solid gold, and measures one metre sixty centimetres. The cup of the flower is of the most delicate workmanship, and is set with magnificent precious stones. The leaves are similarly set with small gems in resemblance of dew-drops. The whole work of art lies in a magnificent case of white satin, mounted with silver studs.

SHAKESPEARE'S birthday celebrations at Stratford-on-Avon and in London were attended with great success. The Memorial Theatre in the poet's native place was crowded by pilgrims from all parts of England, as were also those theatres in the metropolis where Shakespearian plays are presented. It is highly satisfactory to find that the existence of the 'Dear Son of Memory, Great Heir of Fame,' is beginning to permeate the rustic mind even around Stratford-on-Avon. A labourer in a rough felt hat and long smock walked the other day into the Shakespeare Library, and after looking attentively for some time at one of the custodians, went up to him and said, 'I say zur: be you Mr Shakespeare, as I've heer'n ov?' The custodian explained to Hodge that he was not the gentleman referred to.

IN Minnesota the women go out at night with large sheets of white paper and pots of paste. They use these to cover up the theatrical posters which show any female figure in tights. This (the *Daily News* says) is a protest against the failure of a Bill brought in last year, which would have made it illegal for any woman to appear in tights upon the stage. The ladies of the State call the leg of a piano a 'limb,' and use the same word in referring to the legs of chairs and tables. But they do not object, as did the women of a State further west, to the fine collection of statuary which adorns the public library. The figures are left undraped. In the Western State referred to Mercury was garbed in a suit of pyjamas and Venus robed in a dressing-gown, while Cupid played at her feet with a little pair of trousers drawn up over his chubby limbs. These modest additions created so much amusement in circles where art had been better cultivated that they finally led to the dispersion of the collection of statuary.

UNDER the heading of the 'Coming Droop' the *World* indulges in the following prospect:—'There was once a theologian—he was an American, and the Americans are grand at metaphor—who said, in order to prove a point which will be evident to the reader, that no man could hoist himself up by the waist-belt of his own trousers. But in fact woman had given herself a hoist by means of every little prinking crest of her silk and every upward twist of her tresses. And now that all this is altering and the skirt has learnt to droop, things not contemplated by the mere dressmaker will little by little learn to droop as well. Hair will be loose; it will come down in moments of emotion. In Early Victorian days the large bonnet with its curtain was so unmanageable, from a romantic point of view, that the novelist was always obliged to make it fall off when the heroine gave way to tears. Soon we too shall see bonnets coming off—backwards. And tears will be more frequent. Eyes will droop. Fatigue will be the lot of woman.'

PLAIN ENGLISH AND 'STYLE.'—I am told that the matchless writing of Macaulay is nowadays jeered at. I am not sure whether it is allowed to be 'style'; I am not sure whether it is allowed to be 'literature.' I have now and then made some efforts to find out what 'style' and 'literature' are. I find that they are something very different from Macaulay, something very different from Arnold, something, I might go on to say, very different from Gibbon. I have tried the writings of a notable 'stylist,' the great living model, I am told, of style. Now, did anybody ever have to read over a sentence of Macaulay, or of Arnold, or even of the artificial Gibbon, a second time simply in order to find out its meaning? But I found that in my 'stylist' a plain man could not make out the meaning of a single sentence without greater pains than are needed to follow an imperfectly known foreign language. A story seemed to be told; but there was no making out whether the story was meant to be fact or fiction. I will not say that I have imitated Macaulay's style, because I gather from what I saw of my 'stylist' that Macaulay has no 'style.' I have not consciously imitated his manner of writing—that is, I have not tried to write like him. Yet Macaulay's manner of writing has been in the highest measure an influence with me. I have learned from him to say what I mean and to mean what I say—to cut my sentences short, not to be afraid of repeating the same word, not to talk about 'the former' and 'the latter,' but to call men and things whatever they are. I have learned from him to say what I have to say in the purest, the cleanest, the strongest, aye, and the most rhythmical English that I can muster. If my 'stylist' is 'style' and Lord Macaulay is not 'style,' a man who wishes to understand will say something more than 'sæpe stylum vertas'; he will say good-bye to 'style' and stick to plain English.—*The late Edward A. Freeman, in the 'Forum.'*

ALICE MEMORIAL HOSPITAL.

A meeting of the Finance Committee in connection with this Institution was held this afternoon—Hon. J. H. Stewart-Lockhart presiding. There were also present—Rev. Dr. Chalmers, Dr. J. C. Thomson, Mr Hugh McCallum, Mr E. Osborne, Mr W. H. Wickham, and Dr. Cantlie.

Apologies were intimated from Dr. Bell and Mr McLeavy Brown.

Dr. Chalmers having read the minutes, the Chairman called upon Dr. Thomson to make a statement. That gentleman recounted the steps which were being taken for providing larger accommodation at the Hospital, and read a letter from Mr H. W. Davis, the founder of the Nethersole Fund, of which letter the following is an extract:—

'I quite concur that the Saiyingpoon Dispensary Fund may now well be absorbed in your larger scheme, and I shall besides be very glad to add to that fund the sum of $3,000 which you require to erect the new proposed hospital on the Beauregard site to be called the Nethersole Hospital. I would not, however, propose that the Nethersole trust fund should be treated as a supplementary endowment of the two affiliated hospitals, but that, with the assent of myself and the trustees, it be used in connection with the additional $3000 in paying for the new building to be given to the London Missionary Society as their own property for medical and evangelistic work. I think this may clearly by done under the third, tenth and eleventh clauses of the trust deed, and would very much simplify the position, the only stipulation I require being that the London Missionary Society would efficiently supply medical missionary services. That sufficient funds will be obtained elsewhere for the upkeep I feel well assured.'

[The sum to be handed over from the Trust will be $7,000, which makes up $10,000 with Mr Davis' additional sum of $3,000].

The Chairman proposed the following resolutions:—

'The Finance Committee of the Alice Memorial Hospital having heard of Mr Davis' generous offer have great pleasure in expressing their satisfaction at the unexpected solution of the difficulty as to space which has been confronting them for some time past.'

'The Finance Committee hereby resolve to support the work carried on in the new building to be erected, and to be styled the Nethersole Hospital, out of the fund hitherto devoted solely to the Alice Memorial Hospital, such fund to be henceforth common to both hospitals so long as the work in both hospitals is carried on on the same lines as at present in the Alice Memorial Hospital.'

After some questions, Mr McCallum seconded.

Dr Cantlie, who came in at a subsequent stage of the proceedings and did not hear Dr Thomson's explanation, moved for delay, and after some discussion the meeting was adjourned for a fortnight to allow the public to consider the scheme.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(*Before Mr Justice Fielding Clarke, Acting Chief Justice, and a Special Jury.*)

Thursday, June 2.

JEBSEN AND OTHERS *v.* G. H. STEVENS.

In this action, in which the plaintiffs sue for $27,426.15 as damages sustained by them through the abandonment of a charter of the steamer *Amigo* by a sub-charterer of their vessel through Mr Stevens,

Mr Robinson addressed the jury in opening the case for the defendant. He said there was a good deal of law and fact mixed up in this case.

His Lordship thought they would receive the decision of the jury to-day on the question of facts.

Mr Francis thought they should take the jury's decision on questions of fact, and leave the matter of law to his Lordship.

Mr Robinson said that in the first place a question arose as to whether on this charter party the stipulations relating to insurance of the vessel were warranties or not warranties in the proper and legal sense of the word. This was a question for His Lordship to decide upon in the construction of the charter party.

His Lordship said he proposed to put it to the jury whether it was a warranty at the time the charter, or a continuing warranty.

Mr Robinson said it was the contention of the defendant that with regard to speed and insurability they were continuing warranties. The jury had to consider the question whether there was such a material divergence between the stipulated rate of 9 to 10 knots and the attained rate of 6 knots to justify the defendant in throwing up the charter. The steamer was taken over upon a time charter, and if she did not or could not go her stipulated speed or something like it the charterer lost the use of the steamer, and taking the difference between 6½ or 7 knots an hour and 9 knots meant a difference of a whole voyage on the charter. It meant that in six months, if she was going at the stipulated speed, the charterer might get four voyages out of her instead of three, and it was a very essential matter to a man's profit as a merchant that he should get this fourth voyage. He might lose on the three voyages, he might retrieve his loss on the fourth voyage, and with a prospect of having to forego this fourth voyage he was justified in throwing up the ship. Another point, which was perhaps more a point of law, was that part performance of a contract had been held to be an element very material in determining whether a man can throw up a charter or whether he saw fit to continue the charter. Now, it was not till the vessel got to Amoy that the defect was discovered, and with a large number of coolie passengers and a cargo for Mexico, it was not, in mercantile usage, practicable or reasonable to throw up the charter and the voyage had to be continued to Mexico before the sub-charterer decided whether they should give up the charter or not. Having discussed the point as to the *Amigo* being a first-class insurance risk, Mr Robinson then proceeded to deny that the captain was the charterer's servant and standing the captain had between the owners and the charterer on the question of repairs during the voyage.

His Lordship interrupted to tell Mr Robinson that he thought he must tell the jury that the defendant Stevens was answerable for the action of Vogel in every respect.

Mr Robinson contended that Vogel in telegraphing to the captain at Amoy, after seeing Wieler, not to effect any repairs on the *Amigo* but to proceed on the voyage, did so on his own account and without

the assent of Stevens. Now, what was the cause of the slow-going of the ship? The defence maintained that, looking at what they now knew, the slow speed was due to a variety of causes. The plaintiffs maintained it was due to one cause only, barnacles. They placed their faith on barnacles. In reply the defence said that the captain went out of his course by going a southerly course instead of a northerly one; consequently the voyage was prolonged by more than 1000 miles. Now, that was a thing which would exist whether there were barnacles or not. Besides, by taking the southerly course the captain went out of the way of favourable winds and currents, so that not only did he run into difficulties but he failed to avail himself of advantages which would have tended to shorten the voyage. By the ship taking 60 days to go to Mexico instead of 38 or 40 days she was brought under a cloud which affected the insurance. That the vessel was stanch and strong was not disputed by the defence. But the charterer was in this position. He wanted to bring back a cargo, but he could not get cargo because of the uninsurability of the ship as a first-class risk.

Kenneth A. S. Stevens stated:—I am a clerk in the employment of George R. Stevens. On October 1, 1890, I was in charge of the business in the absence of Mr Stevens. I remember receiving a letter from Mr Wieler covering a telegram from the agents at Amoy stating that Capt. Bruhn considered it necessary to dock the vessel at Amoy. It intimated that the docking would require to be done at the character's expense. I forwarded copies to Mr Vogel. I had a conversation with Vogel, and he went away without getting any authority from me to act with reference to the *Amigo* at Amoy. I received a letter saying that he had telegraphed to Amoy for the vessel to proceed. At no time did I co-operate with Vogel in the matter. I had a rather lengthy conversation with Mr Wieler on the subject and I gather that several communications had passed between him and the agents at Amoy with reference to the *Amigo*.

Cross-examined—When Mr Vogel sent me the letter I did not address any protest to him objecting to what he was doing. I sent the letter on to Wieler as a protest. There is no letter of protest in existence so far as I can remember. I considered it my duty to act quite neutral in the matter. I was not in charge of the business in December when the news of the arrival of the *Amigo* at Salina Cruz was received. Mr Stevens was here.

Re-examined—I did not protest against the telegram of Vogel. When he came to me I said if he had anything to say about the *Amigo* he must put it in writing before I could deal with him. I left it entirely to Vogel and Wieler to make out their legal positions with regard to the expenses at Amoy.

By the Court—When I made over the sub-charter I thought that dissolved all my interest in the matter.

William H. Percival, underwriter in Hongkong for the North China Insurance Company, stated—I took a risk upon the *Amigo* for $26,100 on the voyage from Macao to Salina Cruz. On December 11, 1890, application was made to me by Mr Vogel to effect an insurance on the return voyage. Owing to the long voyage she had made I refused to insure unless the vessel was docked and cleaned and found in fuel as far as Honolulu. I made an offer to insure for $15,000 upon certain conditions, and Mr Vogel replied on December 16, asking why it was that if the ship was a first-class risk insurance would be granted only for $15,000 instead of $25,000 applied for. I replied the same day and suggested to Messrs Stevens some inquiry should be made as to the length of the voyage. I did not object on the ground of speed the *Amigo* had made; I was only anxious she should not remain an indefinite time at Salina Cruz and have her bottom fouled again. There were certain circumstances which made me rather shy of the risk. I considered, however, that she was a good risk. If I had been satisfied that the shipment of cargo—which was very vaguely stated—was *bona fide* I would have increased the risk to the larger amount.

Cross-examined—I had doubts at the time of the *bona fides* of Mr Vogel's cargo I thought that the amount asked was a 'bluff,' and that he wanted a refusal.

Mr Geo. Fenwick, engineer, stated—If a ship was badly fouled with barnacles it would reduce the number of revolutions of the screw. In the case of a steamer like the *Amigo* I think it would not reduce the revolutions by more than 2 or 3.

Cross-examined—A ship will foul most quickly in shallow water in lying at anchor. A strong wind and heavy sea would diminish the number of revolutions.

By the Court—The reduction from 9 or 10 knots to 6 or 7 knots is very great.

John Speechley, master mariner, stated—I am a Canton river pilot at present. I went to sea in 1856. In 1868 I was a master mariner, and for 2½ years had command of steamships. I know the *Amigo* and I knew Mr Vogel. I was advising him on some of his business as his marine superintendent. I measured the ship. On 1st September I went on board the *Amigo* with a letter from Mr Vogel ordering the captain to go to Wongfa. The captain declined to take orders from Mr Vogel. Subsequently, Mr Vogel's authority was recognised by the captain. On the 5th September we left Hongkong for Macao. By the request of the chief engineer the engines were stopped for 3 minutes shortly after leaving Hongkong, otherwise we were supposed to go at *full speed all the way to* Macao. Mr Vogel remarked to the captain on the way that we were not going 10 knots. The captain said they had not on full pressure below. Mr Vogel asked for full speed as this was a sort of trial trip. We were 212 minutes on the run. The distance steamed was 30 miles. The speed was therefore 8½ knots. At that time the ship was in ballast and the sea smooth. If anything, the tide was a little in her favour. The engineers' log of the trip makes no mention of the number of revolutions, nor do I think the reason for the stoppage was mentioned. She remained in Macao Harbour from 5th to 28th September. We had smooth weather for the first part of that time and very rough weather in the latter part. The rough weather made her roll badly; so badly that we could not sleep for three nights. She shipped water. As far down as I could see she was quite clean when she left Hongkong, kept that way in Macao, and back to Hongkong. A great deal of her sides was visible when she rolled. Lying on the rail and looking over I could see a good deal of the hull. I had heard from many people that she would get very foul, that was why I took extraordinary care. Going to and from the steamer every day I took a good look of her. The 19th Sept. was a very fine day, and in the afternoon the captain and I went ashore. We had a good look of both sides of the vessel from the steam launch, and I called Captain Bruhn's attention to the particularly clean state of her sides. On 24th September there was a big swell. The captain of the launch refused to go alongside and the captain had to be hauled on board with a rope. He had a good view of the ship's side. It took them a quarter of an hour to find a rope. I never saw a steamer so badly found with rope (laughter.) On the 28th September she sailed. When 11 miles out there was a strong ebb tide, very slight swell, and we were making 8 knots an hour; and Capt. Bruhn volunteered the information that she was not going at full pressure. I said I suppose she will go faster by and bye, and the captain said 'Yes.' From that point the tide was in her favour and we went for 10 minutes at the rate of 10 knots and hour. I then left the steamer and had a good opportunity of seeing her sides. As far down as I could see she seemed to be quite clean. Ships foul first at the water-line. Hongkong Harbour is as bad a place as anywhere I know. I believe the old barnacle carries the egg with it till it hatches. They grow best in clear salt water. In September the water in Macao Roads is fresh, entirely fresh at low water in August and September. I believe you could use it for cooking. If a ship went into that water covered with salt-water barnacles the effect would be that the barnacles would be killed and would fall off. I never saw barnacles in Macao Roads, and I have been there frequently. Whilst in Macao I had conversation with Capt. Bruhn about his approaching voyage to Mexico. He did not want to go, and I offered him the loan of my chart and journal. We spoke of the route and told him of the northerly route which was the only route used that I ever heard of. He told me he was advised to go south, and if I had believed he would take the route he took I would have taken steps to prevent it. Going south took him into the region of adverse winds and intense heat. It was also the route where sea-growths are more likely to be met. If she left dock clean she would foul before she got to Honolulu. I have known a ship foul between Singapore and Hongkong in a voyage of 10 days. That proves that barnacles will grow in 10 days while the ship is sailing. He refused the chart, saying he could find his way as well as any other man. I next heard of the *Amigo* when she arrived at Amoy and saw the letter Mr Vogel received. We consulted and advised him to do nothing in the matter. We did not believe in the fouling and that was the cause of her going into Amoy. We believed that Capt. Bruhn took the ship into Amoy trusting that something would happen to break her shaft. Referring to the chart of the voyage from Amoy, witness said—It is simply nonsense to say the ship could not go north. She was going in the right direction until she was turned back. From the weather she is said to have encountered at the time, she was making 3 knots, which I would consider good for a French Mail steamer. Referring to the course followed, he said—They made 'a dog's hind leg' track of it.

Witness was being examined as to the course, when Mr Robinson asked him to speak louder to allow the jury to hear him. He commenced to bawl loudly enough to be heard in Queen's Road, when his Lordship shouted to him to stop, and cautioned him that if he treated the Court with that contempt he would be punished. He ought to know the difference between speaking loud enough to enable the jury to hear him and bawling.

Witness apologised, and continued his evidence as to the course, pointing it out on the chart what ought to have been followed.

When the Court rose the case was still unfinished.

PASSENGERS EXPECTED.

Per P. and O. steamer *Victoria*, from London, April 29.—To Yokohama: Captain M. S. Pilkington. To Shanghai: Mr J. Grant. To Hongkong: Mr D. R. Kelseyan, Commander A. W. Chisholm Batten, R.N., Colour-Sergeant J. Jarvis, Colour-Sergeant T. Taylor, Mrs J. A. Morris, Mr Ezra and family.

Per P. and O. steamer *Oceana*, from London, May 13.—To Nagasaki: Mr J. Hodge, Mr W. Smart. Hongkong: Lieut. W. A. Payne.

Per P. and O. steamer *Valetta*, from London, May 27.—To Hongkong: Mr W. Sparrow.

Per Messageries Maritimes steamer *Caledonien*, from Marseilles, May 1.—To Yokohama: Mr Shimpey Goto. To Hongkong: Mr Eyra and family, Mr and Mrs de St. Mathurin.

Per Messageries Maritimes steamer *Oxus*, from Marseilles, May 15.—To Hongkong: Mr Skinner.

FOOCHOW NOTES.

May 21.

The much-talked-of temple to be erected at the Arsenal in memory of its promoters, Shen-Pao-Chen and Tso-Tsung-Tang, is now begun. We understand that it will be an enormous building.

Several Manchu tea-buyers have arrived to make their annual purchases for the use of the Imperial household and the officials of Peking. Money is sent down in advance and entrusted to a man whose head-quarters are in Sin-Chune-Kye. A great variety of teas is taken, all of the finest quality, of course; and all specially prepared. A tea that corresponds to Pouchong is most largely taken, and amongst other kinds Flowery Pekoe and Green tea. Price being no object, fabulous figures are paid for the choicest quality, running up, we are informed, as high as Tls. 300 per picul. The orders, which are retailed out in the different districts, are much sought after, as, naturally, there is a good profit attaching to the business.

We are very pleased to see that the enterprising young firm Messrs Dodwell, Carlill & Co., of China, Japan and London, have been instrumental in inaugurating a new service of Steam-ships between Hongkong, China, Japan & Tacoma, Washington Ter. in conjunction with the Northern Pacific Railroad Company of The United States. According to the Express issued on Tuesday last, a three-weekly service is promised, beginning with the departure of the steamer *Phra-nang*, from Hongkong on this date. Cargo for all parts of Canada, the United States and Europe will be accepted, and passengers will now have the choice of a second alternative route of travel across the Pacific. The permanent line of steamships will, we are led to believe, not be running until the month of September of this year. We wish the new line every success in its undertaking, and we hope that it will meet with the support from those engaged in trade between China and America that it deserves. The success of the Canadian Pacific Railway Co.'s Line of Steamships between China, Japan and Vancouver, is due in great measure to the energies of Mr Geo. B. Dodwell, senior partner in the above firm. It will be remembered that Messrs Dodwell, Carlill & Co. acted as Agents in Hongkong and China for the Canadian Pacific Railway Co. until recently.

We are informed that a couple of benevolent persons, as they style themselves, are going about the different tea districts exhorting the planters to pluck up their tea plants and grow sweet potatoes or any other crops they may choose, as the present low prices and unprofitableness of growing tea is a clear proof that the money got from the *kwang-yang* or foreign devil is bad *fungsui* and the sooner tea growing is put a stop to the better. Before foreigners came to the port they lived in happiness and contentment; they had made money since, but it had been lost again, showing that the curse of heaven rested on money made out of the trade. They should be warned in time before matters get worse; by doing away with the tea, they would have a happy future to look forward to. Such is the preaching of these good people. They were last week in the Pakling district. The time is certainly well chosen by these men, whoever they may be, to recommend the abandonment of tea growing. Everything is going in favour of their being listened to. We shall not be far wrong if we put them down to be emissaries of the literati, and we think all who read the foregoing will be of the same opinion.

May 28.

We understand that Opium is to be extensively planted in many suitable places in this province. Several retired officials are investing money in the undertaking.

The authorities fearing a big flood after the late heavy rains, have, this week, ordered a small fleet of boats to keep near the city and be in readiness in case of the rising of the water. This was deemed necessary on account of the great loss of life there has too often been on occasions of floods at this time of the year.

We hear that a teaman having obtained the loan of a couple of thousand dollars went up to one of the Tea districts with them, taking four other men in his company. That was some twenty days ago now, and nothing has since been heard of him. It is feared that, either he has been murdered by the four men he took with him, or, that the whole company has fallen into the hands of highway robbers. While waiting for the mystery to be cleared up, we fear the prospect of the advancer ever seeing his dollars again is small.

The authorities are adopting stringent measures to stop *in toto* the use of Kerosine Oil in the city, spies being set on the watch, night and day, to catch buyers and sellers. Several of the unfortunate dealers have already fallen into the traps of these runners and are paying dearly for their disobedience. Fear of fire is the ostensible reason for the suppression of the use of this oil; but, it is pretty generally known, that the real reason is, to help the trade in tea and other vegetable oils.—*Echo*.

THE OUTRAGES IN FUKIEN.

The *Foochow Echo* of the 21st inst. says, We reprint to-day the news which appeared in the Extra issued from this office on the 16th instant. Our later information is to the effect that all is quiet. The two ladies from Ching Ho are safe with their friends at Lam Ya Kow, and Dr Rigg is going about his work as usual. Through the immediate and energetic steps taken by H.B.M. Consul, danger to the mission station at Lam Ya Kow was averted, for it was through his prompting that orders were at once sent up country to afford every protection to missionaries, and the authorities at Taichow (Kienning), doubtless knowing that an enquiry would be made into the circumstances of the riot, at once set about repairing the damage done to the Dispensary.

The gentlemen who furnished us with particulars for the account of the troubles, fixes the root of them on the heads of the literati at the respective places, Ching Ho and Kienning, and if this can be proved they will, no doubt, be punished in due course, or at least reprimanded. It is stated that the mandarins connived at the rioting, but we think this highly improbable. The Tartar General, who at present fills also the post of Governor General, is not a man to be trifled with and however difficult he might find it to deal with independent men high in the ranks of the literati, he would not think twice about dismissing officials holding posts under him if he suspected them of being parties to rioting of any kind; much more so, if the rioting were likely to lead to his getting into trouble with a foreign nation. We regret to say it, but there is no doubt that these troubles were brought about by the individual missionaries themselves; for, as far as the Ching Ho affair is concerned, it is reported, that the two ladies had the danger of the step they were taking clearly pointed out to them, but it seems they thought they knew better than their advisers. As regards the Kienning rioting, of course Dr Rigg brought it about himself. For the time being, at any rate, he should have kept away from the place, for we hear that the older members of the mission were most strongly opposed to his going there, but, likely the young ladies, he thought he knew best, and for his rashness he not only got severely handled but nearly lost his life. This ebullition of anti-missionary feeling is in no way connected with any organized attacks upon missionaries that have taken place in the Yangtsze valley; they were solely the result of over-zealousness on the part of young missionaries who thought that missionary work was not making the rapid progress they would like it to make. Happily H. B. M. Consul's appeal to the authorities to repress disorder was promptly attended to; for had not such been the case, the hot and misdirected zeal of these young missionaries might have ended in the destruction of the flourishing mission station at Lam Ya Kow, as well as in that at Kucheng.

In the *Echo* of the 21st ult. a correspondent writes:—The Community generally will read with regret your Extra Daily Echo of this date and sympathize with our fellow country men at the ill treatment they have been submitted to. Dr. Rigg's medical work is much to be commended, but I think our English girls had far better stay at home and devote their energies to relieving the distress in our large cities and towns, than come out here and prowl about the country in Chinese dress, subject to all manner of insult. English girls in their National costume command a certain amount of respect, but I regret to say, that as they appear in Chinese dress, they must often overhear very uncomplimentary remarks.

The same paper of the 28th ult. contains the following letter from Archdeacon Wolfe:—Referring to the somewhat severe strictures made in your last issue on the conduct of Dr. Rigg in connexion with the recent disgraceful riot in Kiong Ning Foo, in which he very nearly lost his life, I beg to say that they are entirely undeserved, and I cannot help saying, under the circumstances, cruel and uncalled for. It is not true that Dr Rigg's occupation of the Tai Chiu village as a Medical Outstation, was strongly opposed by the older members of the Mission. On the contrary it was opened and superintended by him with their full and cordial approval. You say with reference to the recent rioting at Kiong Ning, 'Of course Dr Rigg brought it upon himself,' but it is just as true to say because a man takes steps to save his friends or property from those who want to destroy them, and is beaten or killed in his just endeavours to do so, that he brought his beating or his death upon himself, and was therefore to be blamed! Dr Rigg went to Tai Chiu the day before the riot in order to plead with the Magistrate for the release of a landlord who was imprisoned for no other fault but that he sold a small piece of land to one of the Mission agents, which he had, according to the Mandarin's own statement, a perfect right to do. Dr Rigg remained in the little hospital the whole time till he was visited by the Magistrate, who then informed him that one of the leading men in the city, Chio Chie-Pwoi by name, had several tens of men hired at 200 cash a day, to destroy the hospital and all the houses connected with the Mission in the neighbourhood. He said that neither he himself, nor any of the Magistrates in the city had power to restrain the violence of this man Chio, and asked Dr Rigg to leave. The Doctor promised to do so, but asked the Magistrate to send first a guard to protect the hospital and the Mission property, which the Magistrate consented to do. This guard of four miserable runners did soon arrive, but with Chio's hired mob of ruffians at their heels, when it was evidently too late for Dr Rigg and his assistants to make their escape. It is known now that the riot for the destruction of the hospital, had been planned for some time previously to take place on this particular day, and Dr Rigg being entirely ignorant of these plans when he left home at Nang Wa, it is incomprehensible to me how any one pretending to know the facts and circumstances of the case, can say 'of course Dr Rigg brought it upon himself.' I cannot but help thinking that such remarks publicly made are calculated not only to defeat the ends of justice and do incalculable harm to the interest of foreigners generally in China, but also to embarrass H. M. Consul in the settlement of the case with the Chinese Authorities. The Mandarins of course will be only too glad to take advantage of such expressions, in their endeavour to screen the guilty, and while the charge is manifestly unjust in itself, to allow it to go forth uncontradicted, would be doing a gross injustice to an innocent and injured man. I should like to see what the Editor of the *Echo* would say, if under similar circumstances one of the Foreign Hongs here in Foochow were pulled down, and its owner dragged through the streets like a dog, and trampled on by a Chinese mob! There is one satisfaction however, and I know it will more than compensate our dear friend Dr Rigg for all that he has suffered, namely, that he had the sympathy of the many poor sick and afflicted people of the neighbourhood whom his benevolent and Christlike work for the last four years at Tai Chiu has relieved and benefited. Many are the indications and testimonies which have been received showing that his medical skill and kindness have not been unappreciated by the people of the neighbourhood generally. These took no part in the riot or in the destruction of the hospital which they looked upon as a real house of mercy. And those of them who were pressed to do so by emissaries from Chio Chie Pwoi, refused stoutly to have any hand in injuring the doctor, from whom, they said, they received nothing but benefit and kindness! Since the occurence of the riot a letter from a heathen gentleman in the City of Kiong Ning has been placed in our possession by unknown hands, protesting against the destruction of the Hospital, and deprecating the barbarous treatment inflicted on the Doctor, and declaring that the people in the city and neighbourhood had no sympathy with the action of Chio Chie Pwoi and his hired gang of ruffians, that the entire respectable people in the city would rejoice in his punishment, and that the result of his punishment would be, amicable relations between the foreign Missionaries and the people.

ALLEGED DYNAMITE OUTRAGE NEAR AMOY.

The Amoy *Gazette* of the 30th ult. gives an account of what is supposed to have been a dynamite outrage:—The following is an extract, with which we have been kindly favored, from a letter from a Missionary at Kangböe, a village at the foot of Nan-tai-bu, and in the sub-prefecture of Hai-Ting. 'It is the first time I have to speak of dynamiters in this obscure part of China, for never before was this death-dealing chemical composition known here. The village at Kangböe is situated on a branch of the sea running at the foot of Nan-tai-bu. Here every three days a regular market is held, attended by some thousands of people from the surrounding villages and beyond the hills. In this market dynamite has been introduced by means of junks coming from Hongkong, and so secret has been its introduction that nobody had scented it until a poor Christian was burned to death and his shop blown up in the market place at Kangböe. This occurred at 10 a.m. on the 23rd of May, market day. The Christian, a married man, 30 years of age, went to his shop to get his living by the usual transactions of petty commerce. He was in the first floor, having a window behind him. Through this window a projectile was thrown, which burst, burnt the poor man from his feet to his neck, made large holes in his legs, and in the sole of his foot a very deep wound without leaving any bullets however. A bed which was in the room was burnt, the walls of the shop opened wide, and the roof fell down. The man's neighbors did their utmost to save the life of this victim of a cruel vengeance, by pouring medicines on his mortally wounded body, and called the two priests who were at the Church, Father Philipe and Father Larrache. The Chinese say that the projectile was a Macao bomb, but I told them that a bomb has bullets in it, and in this case there was nothing left in the wounds, only holes made. Truly it was dynamite, as can be known by its terrible effect. I think the dynamite was of inferior quality, because if it was of the best kind, the man must have been torn to pieces. The Mandarin of Hai ting came yesterday, and will hold a post mortem examination to-morrow. Afterwards, Almighty God preserve our lives, for if the Chinese take to using such brutal measures to wreak their vengeance, I do not know where or when they will stop.'

THE CYCLONE AT MAURITIUS.—EIGHT THOUSAND PEOPLE KILLED.

TERRIBLE DESTRUCTION OF PROPERTY AND SHIPPING.

The *Umballa* arrived at Colombo on the 19th ult. from Mauritius, and brought news of the terrible cyclone at Port Louis. The cyclone began (says the *Times of Ceylon*) on April 29th at about 8 in the morning, and it lasted a good 12 hours. At 6 in the morning the barometer was 2·10 lower than it was on the day before, and at 8 o'clock the gun was fired warning skippers who were on shore to go on board their vessels and to strike top-gallant masts and to prepare for bad weather. It started to blow hard about 8 o'clock, and the wind kept up incessantly until 2.30 p.m., when it was almost calm; but then the wind shifted and it blew hard again up till 9 or 10 at night. The centre of the cyclone passed over Port Louis, and the thermometer was down as low as 27·82. The velocity of the wind was registered at 121 miles per hour. During the first part of the hurricane, the wind was E.N.E., and during the second half it was W.S.W.

All ships in the port in the first part of the hurricane dragged anchors to the westward, and in the latter part of the storm, every ship either parted her anchors or was driven on shore to the eastward. The *I. J. Schofield*, an American vessel of 1,400 tons, when the *Umballa* left Mauritius for Colombo, was in only four feet of water and was practically high and dry and regarded as a fixture. The *Strathspey* was driven against the causeway and had her side knocked in; the *Eurydice*, a vessel of 1,600 tons, was driven high and dry up on the beach and appeared to be a hopeless wreck; the *G. M. Tucker* was high and dry; the *Aconcagua* is another fixture high up on the beach; and the *John Dasey*, which was originally in 18 feet of water, was left in 2 ft. The *Amaranth*, another vessel known at Colombo, and of 1,768 tons register, was also on shore; and the *Alsace-Lorraine* was considered a fixture. One steamer was seen to ride clean over a schooner, while the *Sarah Perima* was driven on to the *Leander* in such a way as to completely telescope into her, cutting her right down to the water in doing so. Both vessels are now in 12ft. of water. One steamer, the *Alb in*, put to sea at 7 on the morning of the storm, starting from the outer roadstead, and she returned at 5 the next evening having lost her mainmast. She sighted the *Lady Hereward* out at sea totally dismasted; the *Lady Hereward* having gone to sea a day before the hurricane. The *Umballa* and the *Pentakota* both went ashore; but were hauled off without much difficulty. All the cargo lighters were driven high and dry on shore, and a light ship at Port Louis broke anchors and had a very narrow squeak. One man was lost from a sailing ship—those on the *Umballa* saw his body float by—and four men were lost from a little schooner.

The damage on shore was enormous. It is calculated that quite two-thirds of Port Louis has been broken up by the gale. Houses were unroofed; many were blown down entirely; and trees were uprooted and carried tremendous distances. The people, afraid to remain in their houses, rushed to the churches, where, however, they were not entirely safe, for even the churches suffered. When all was done and the *debris* could be sifted, and the human beings borne down in it extricated, these churches became converted into hospitals as also did Government House and several Government buildings. It is calculated that 8,000 persons were killed by falling *debris*, and more than twice that number are now in hospital. At the hospitals there are ghastly collections of human limbs torn from trunks and turned up in the course of excavation, and in many other parts there are equally sickening sights. Everyone one meets in the streets almost is bandaged, having sustained some injury. In one part of the town a fire broke out in the afternoon during the storm, and about a three acre block was burned down. To the thousands who are homeless Government has agreed to give food free for the next month. The streets are dangerous at night time, for marauding goes on all night. Port Louis, when the *Umballa* left, was a complete wreck, and just evolving from a tremendous disaster such as no one in Mauritius ever remembers the like of.

The editor of the *Planters' Gazette* was killed by the falling of his house, blown down by the wind.

UNIVERSAL BIMETALLISM.

Mr Ottomar Haupt writes a long letter to the *Times* on this subject, and in the course of his communication thus refers to Bimetallism in relation to India:—

The Bimetallic League of London had better not follow any longer up the chimerical idea of universal bimetallism, but should turn its attention to the far more important and practical task of letting silver alone and of saving only the Indian currency from the violent fluctuations and the enormous depreciation forming the just complaints of everybody directly and indirectly engaged in Indian trade and finance. What according to my idea, could be done there consists in the suspension of the coinage of silver money, for private parties in the Indian mints, in order to pave the way either for the introduction of a sort of limping double standard, such as we see established in nearly all the Continental monetary systems, or, later on, even for the adoption of a regular gold currency, in which silver, however, would play a certain part, although its circulation would not further be increased. What has proved of great avail in Austria, the country which likewise had the simple silver standard, but where, since 1879 at least, the coinage of silver had exclusively been placed in the hands of the Government, cannot but prove useful to India, and her commerce and finance as well. Anyhow, would it not be better if the Indian Government had the control of an exchange in which it manipulates millions and millions of pounds sterling year by year, and for which the rates are now dictated, and have often been so in the past, by the prices received for the white metal from New York speculators whose dealings sometimes were of little or no importance? The question raised in this way seems almost answered by itself. No doubt the affair would require some management; but in the long run the £17,000,000 sterling the India Council has to draw per year on Bombay and Calcutta play too important a part in the silver question, generally speaking, to be ignored, especially in presence of the disorganised state of the silver markets of New York and London, such as we see them in since the failure of the new American Free Coinage Bill.

COOLIE LABOUR IN JAMAICA.

The demand for the Indian coolie in Jamaica, says the *Statesman*, is at present far greater than the supply. Native labourers are, for some reason, unwilling to enter into contracts for service on the plantations, and therefore the planters are largely dependent on imported labour. In order to assist them, the Government of the colony has created an Immigration Department, which carefully looks after the Indian coolie, at the same time that it endeavours to promote the interests of his employer. The planter has to deposit £22, bearing interest at 5 per cent. per annum for ten years, on account of each immigrant allotted to him, and this money apparently goes towards the formation of a fund for paying the expense of bringing immigrants to Jamaica, and taking them back again at the end of their period of service. Last year the planters applied for 1,642 immigrants, but, as the Secretary of State has for the present limited the number of immigrants to be introduced into Jamaica, they had to be content with a smaller number than they needed. The immigrants were taken from India in two ships and a steamer. Men, women and children they numbered 2,185 souls, who were reckoned, according to official computation, as 1,907 statute adults. The employers, we are told, have all expressed themselves highly satisfied with the immigrants allotted to them. Besides the number thus specially imported, 49 coolies, who had already emigrated from Calcutta, went to Jamaica by various ships. Apparently the Indian coolies are not anxious to return home; for during the year only 106 of them claimed a passage to India on the expiry of their agreements. Four of the coolies were murdered by a Creole and three time-expired immigrants. While the mortality on most of the plantations seems to be small, it is noticeable that, on a few, it is alarmingly high, ranging from 30 to 80 per thousand! The fact should receive the attention of the Government of India and the Immigration Department of Jamaica. There were altogether 14,558 Indian coolies in Jamaica—twelve thousand being free labourers—at the end of the year.

DISCUSSION ON THE OPIUM QUESTION.

An address was delivered before the Balloon Society on the 22nd inst. at St. James's Hall, Piccadilly, by Mr H. N. Lay, C.B., who was Chinese Secretary to Lord Elgin's Mission. Sir Richard Temple, Bart., M.P., G.C.S.I., presided.

Mr Lay stated that the indictment preferred by the Anti-Opium Society that by two cruel, unjust, wicked wars Great Britain had forced opium on China, was utterly destitute of foundation. Sir Joseph Pease and his supporters had been completely misled in this matter. The false version of history to which they had given currency had been adopted by some recent missionaries to China ignorant of the facts, and the evil consequences had, unfortunately, recoiled on a body worthy of all respect and support. The future safety of the missionary, and indeed of the merchant too, depended to a great extent upon the exposure and counteraction of these misrepresentations. Whether we are amenable to the charges made is a point to be decided, not upon mere opinion, but upon facts supported by evidence. The treaties of 1842-3 were no sooner concluded than the Imperial Commissioners at Canton resumed the insolent and intolerable attitude of their predecessors towards H.M. Representatives (which, and not opium, was the cause of the first war). That is the burden of the despatches of Sir John Davis, Sir George Bonham, and Sir John Bowring, as well as of the United States and French Ministers to their Governments. This state of things continued down to 1856, when a lorcha, flying the British flag, anchoring opposite Canton, was boarded by Chinese soldiers, the British flag was hauled down and trodden upon, and her crew were haled to prison. No apology nor reparation could be obtained for this outrage. The matter was therefore placed in the hands of the Admiral, Sir Michael Seymour, and our second war began. It had no relation whatever to opium, and the Chinese authorities never alleged that it had. Lord Elgin was sent out to obtain redress; Canton was captured and held; the Taku forts were destroyed, and at Tientsin Lord Elgin found Imperial Commissioners to treat with him. To Mr Lay was confided the conduct of the negotiations, and the basis of the treaty was arranged. Reading this, the lecturer commented on the absence of all reference to opium, and asked the audience to say if there was aught in that document justifying in the remotest degree the language that we meted out hard measures to China. There was no warrant for such statement either in the basis of the treaty or in the treaty itself. The only stipulation distasteful to the Chinese was that of the residence of our Minister at Peking. That, the Commissioners declared, would be an outrage on the dignity of China. Lord Elgin did not view it in that light, and deemed it vital. The Russian and United States Ministers, having inserted the Favoured Nation Clause in their treaties took their departure, and left Lord Elgin to fight the battle alone. It was the only concession 'extorted' in 1858. Our decided tone in respect to it has been mistakenly applied to the alleged forcing to opium, as to which not a syllable was said throughout our negotiations at Tientsin. Our treaty was signed on June 26, 1858, and contains no reference to opium. Five months after the treaty of Tientsin, Lord Elgin, the United States Minister, and the French Minister, assembled at Shanghai, the Chinese Imperial Commissioners also appearing on the scene (instead merely of 'a high officer from the Board of Revenue') to consider the question of the tariff. Lord Elgin had entrusted Mr Lay with the drawing of the tariff, and when opium was reached, the latter inquired of the Chinese subordinate Commissioners what it was proposed to do. The answer was they had made up their minds to insert it in the tariff. During these tariff negotiations, we learned for the first time of the offer that had been made when at Tientsin by the United States Minister—viz., the armed assistance of the United States to put down the opium trade should the Chinese desire it, that it had met with no response, but with stark indifference, and that as a result the article of the American treaty of 1844 which had declared opium contraband, instead of being re-enacted in the fresh treaty Mr Reed was then negotiating, was actually omitted from it. When under no pressure to admit, but under strong pressure to interdict, they deliberately elect to admit, months before the subject is even mooted on our side, effectually disposing, the lecturer submitted, of the plea now put forward for lack of evidence that the Chinese were so prostrate at the time that they were ready to agree to any proposal. Lord Elgin, though instructed by Lord Clarendon to suggest the legalisation of opium, manifested great reluctance to touch the question; our interests were not menaced in the least by the continuance of a state of things which had existed for many years—opium nominally prohibited but openly landed like Manchester goods without let or hindrance, as Lord Elgin himself witnessed daily at Shanghai. Legalisation of the article could not give greater privilege than this. Opium could not have more freedom than it already enjoyed.

A discussion then followed. Surgeon-General Sir William Moore moved the following resolution:—'That this meeting, having heard the address of Mr Lay, expresses itself satisfied that the evidence adduced by him establishes the fact that the re-legalisation of opium was not in any way forced upon China by Lord Elgin in 1858.' They all knew that the Chinese would have opium whatever the anti-opiumists did, and if they could not obtain it from India, they would get it somewhere else. The question was really narrowed into the medical aspect. That was the crucial point. It was of no concern whether opium was put into the tariff with or without the consent of the Chinese; all he had to say was that the evil that opium was alleged to have done, had been exaggerated a thousand times by the anti-opiumists.

Mr Christie seconded the resolution, stating that he held that opium properly used was a valuable medicine, and was an aid to the existence of Chinamen and Indians, whose conditions of life were totally different to Europeans. We were obliged in England, in the splendid civilisation which existed at the present time, actually to go back to opium. His point was that opium must be looked upon as a medicine and not as a food. It was the abuse of the drug, and not its use, which caused the evils that were complained of.

Mr Storrs Turner moved the following amendment: 'That this meeting, having heard the address of Mr Lay, is not fully satisfied that the evidence adduced by him establishes the fact that the legalisation of opium was not in any sense forced on China by Lord Elgin in 1858.' Mr Turner said he accepted the accuracy of the historical aspect of the question as set forth by Mr Lay, but he contended that the question was not a personal one whether Lord Elgin did or did not force opium on China, which was only one link in a long chain of events. What he said was that Great Britain, including the East India Company, the British merchants in China, our diplomatic and military action, and, in short, our whole action as directed towards China during this century, from the year prior to 1839 up to the signing of the treaty at Tientsin, was to coerce the Chinese and compel them to legalise the opium trade.

Mr Goodsall seconded the amendment.

The Chairman said, supposing it be granted that the wars between England and China had reference, as most wars had, to commerce and intercourse between the respective subjects, nevertheless the commerce was of an extensive character. The tariff in question probably contained some hundreds of articles—possibly 500—some of them of the greatest importance to British manufacturers. Now, it was for them to consider whether, if those wars were waged for the sake of trade, they were waged for opium more than for other articles in the tariff. Could they say that one article alone without the 499 other articles had caused the war? The Chinese themselves were the great producers of opium. They produced it more now doubtless than in Lord Elgin's and Lord Palmerston's time. They always had been opium producers, and ever since he recollected they had been the greatest producers of this drug.

The amendment was then put to the meeting, when only ten voted in its favour, and it was declared lost by a large majority. The original resolution was then put, and carried.

A vote of thanks to Mr Lay and the Chairman terminated the proceedings.—*L. & C. Express.*

Quotations.

HONGKONG, June 2, 1892.

OPIUM—	New Patna, cash,...	555
,,	Old ,, cash,...	560
,,	New Benares, cash,	525
,,	Old ,, cash,	—
,,	New Malwa credit,	510
	Allowance, Catties,	1/3
,,	Old Malwa, credit,	540/70
	Allowance, Catties,	½/2
,,	Persian, Oily, cash,	450
	Allowance, Catties,	
,,	Persian, Paper tied	530
,,	Allowance, Catties,	3

Exchange.

HONGKONG, June 2.

On London—	
Bank, Wire, ...	2/10½
,, On demand, ...	2/10½
,, 30 days' sight, ...	2/10¾
,, 4 months' sight, ...	2/10¾
Credits, 4 ,, ...	2/10¾
Documentary, 4 months' sight, ...	2/11
On Paris—	
On demand, ...	3.59
Credits, 4 months' sight, ...	3.67
On Berlin—Demand, ...	2.90
On New York—	
On demand, ...	70½
Credits, 60 days' sight, ...	71¼
On Bombay—	
Wire, ...	220½
On demand, ...	221
On Calcutta—	
Wire, ...	220½
On demand, ...	221
On Shanghai—	
On demand, ...	72½
30 days' sight, private paper, ...	73
Gold Leaf, 100 fine (per tael)	$35.50
Sovereigns (Bank's buying rate)	$ 5.85

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

BAROMETER—	9 A.M.... ...	29.91
Do.	1 P.M.... ...	29.89
Do.	4 P.M.... ...	29.85
THERMOMETER—	9 A.M.... ...	87
Do.	1 P.M.... ...	90
Do.	4 P.M.... ...	89
Do. (Wet bulb)	9 A.M.	80
Do. Do.	1 P.M.	82
Do. Do.	4 P.M.	82
Do. Maximum ...	...	90
Do. Minimum over night		81

CHINA COAST METEOROLOGICAL REGISTER.

June 1.—AT 4 P.M.

Stations	Barometer reduced to sea level and 32° Fahr.	Temperature	Humidity	Wind Direction	Wind Force	Weather	Rain last 24 hours
Wl'ostock.	—	—	—	—	—	—	—
Tokio......	30.00	—	—	SE	2	—	—
Nagasaki..	—	—	—	—	—	—	—
Shanghai..	29.63	77	80	NNW	2	o	—
Foochow..	—	—	—	—	—	—	—
Amoy......	29.70	84	91	SSE	3	c	—
Anping ...	—	—	—	—	—	—	—
Swatow....	29.67	90	—	SW	1	c	—
Hongkong	29.75	87	69	SSW	2	c	—
Vict. Peak	—	—	—	SW	4	—	—
Canton	29.73	93	74	SW	2	b	—
Macao	29.74	91	74	SW	2	c	—
Hoihow ...	29.77	88	—	NE	2	b	—
Haiphong.	29.66	88	85	SSE	2	b	—
Bolinao....	29.70	84	96	NW	2	c	—
Manila.....	—	—	—	—	—	—	—
O.S. James	—	—	—	SW	[illegible]	oq	—
June 2.—AT 10 A.M.							
Wl'ostock.	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Nagasaki..	—	—	—	—	—	—	—
Shanghai..	—	—	—	—	—	—	—
Foochow..	—	—	—	—	—	—	—
Amoy	29.84	76	95	W	2	or	0.01
Anping....	—	—	—	—	—	—	—
Swatow ...	—	—	—	—	—	—	—
Hongkong	29.89	86	75	W	1	c	0.01
Vict. Peak	—	—	—	SW	3	—	—
Canton ...	29.89	84	78	N	1	cmd	—
Macao.....	29.89	90	73	SW	1	c	—
Hoihow ...	—	—	—	—	—	—	—
Haiphong.	29.87	85	69	SE	1	c	—
Bolinao....	29.93	87	72	SE	2	b	1.10
Manila.....	—	—	—	—	—	—	—
O.S. James	—	—	—	SW	4	b	—

Barometer rising. Gradients very moderate for S.W. winds. Weather—hot and cloudy. (Issued at 10.50a.)

W. DOBERCK,
Director of the Observatory.
Hongkong Observatory, June 2, 1892.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenth, and hundredths.
2. TEMPERATURE, in the shade in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to [illegible] Scale.
6. STATE OF WEATHER. b blue sky, c detached clouds, d drizzling, [illegible] f fog, g gloomy, h hail, l lightning, o overcast, [illegible] q squally, r rain, s snow, [illegible] w dew (wet)

RAIN, in inches, tenths and hundredths.

HONGKONG REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.75	29.89	29.83
Temperature	87	86	87
Humidity	69	75	65
Direction of Wind ...	SSW	W	WSW
Force	2	1	1
Weather	c	c	c
Rain	—	0.01	—

Highest open air temperature on the 1st 90
Lowest open air temperature on the 2nd 80

Hongkong, June 2, 1892.

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
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N.B.—*Cargo can be taken on through Bills of Lading for* BATAVIA, PERSIAN GULF PORTS, MARSEILLES, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *THAMES*, Capt. W. A. SEATON, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON, *viâ* BOMBAY and SUEZ CANAL, on THURSDAY, 9th June, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed *viâ* Bombay *without transhipment*, arriving one week later than by the ordinary direct route *viâ* Colombo. Tea will be sent either *viâ* Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 28, 1892. 955

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Belgic.........................TUESDAY, June 14.
Oceanic.........................THURSDAY, July 7.
Gaelic.........................SATURDAY, July 30.

THE Steamship *BELGIC* will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, 14th June, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimault New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.	$225.00
To Liverpool and London	$325.00
To Paris and Bremen	$345.00
To Havre and Hamburg	$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y. Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months $337.50
12 ,, ...$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10%. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel-Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, May 21, 1892. 917

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA:
ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 15th June, 1892, at Noon, the Company's S.S. *SYDNEY*, Commandant DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 14th June, 1892. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 1, 1892. 985

CANADIAN PACIFIC RAILWAY CO.'s
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of China	Saturday	June 18.
Empress of India	Saturday	July 9.
Empress of Japan	Saturday	July 30.

THE R. M. S. *EMPRESS OF CHINA*, R. ARCHIBALD, Commander, sailing at Noon, on SATURDAY, the 18th June, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, *viâ* SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One way Fares.	Prepaid Return 4 Mos	Prepaid Return 12 Mos
Vancouver, Victoria, Esquimault, New Westminster, B.C. Port Townsend, Seattle, Tacoma, Wash Portland, Ore., San Francisco	225	338	394
Banff, Calgarry Alba	255	383	487
Winnipeg, Man	275	413	482
Minneapolis, St. Paul, Duluth Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo Milwaukee, Wis	295	443	517
Detroit, Mich., Cincinnati, Cleveland, Columbus, O Hamilton, London, Toronto, Ont. Buffalo, Niagara Falls N.Y.	305	458	534
Kingston, Ottawa, Ont., Montreal, Quebec, Que New York, Albany, Troy, Rochester, N.Y. Baltimore, Md., Philadelphia, Pittsburg, Pa. Washington, D.C., Boston, Mass Portland Me. Halifax, N.S., St. John, N.B.	310	465	543
Liverpool, and London via Liverpool	335	575	650
Paris via Liverpool and London	345	not issued	
Havre, via Liverpool	335		
Bremen, ,,	345		
Hamburg ,,	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark Passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSULAR INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to the Company's office with address marked in full by 5 p.m. on the day previous to sailing.

For Further information as to Passage and Freight, apply to

E. HOLLOWAY,
General Agent,
OFFICE: *Pedder's Street.*

Hongkong, May 28, 1892 958

Intimations.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the
OFFICE OF THIS PAPER,
Messrs. LANE, CRAWFORD & Co.'s,
Messrs. KELLY & WALSH'S,
And Mr. W. BREWER'S.

Price, ... 50 Cents.

NOW READY.

PRICE, $1.00.

COMPARATIVE CHINESE FAMILY LAW
BY E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Batavia	Saturday	June 11.
A STEAMER	Saturday	July 2.
A STEAMER	Saturday	July 23.
Parthia	Saturday	August 13.
A STEAMER	Saturday	September 3.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

THE S. S. *BATAVIA*, Captain HILL, sailing at Noon, on SATURDAY, the 11th June, will proceed to VICTORIA, B.C., and TACOMA, *viâ* NAGASAKI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The General Agent Northern Pacific Railroad Tacoma Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, May 21, 1892 920

Intimations.

NOW READY.

PRICE, ... $1.50.

UP THE YANGTSE,
BY
E. H. PARKER,
with
SKETCH MAPS.

CONTENTS:
The Yang-tse Gorges and Rapids in Hu-pei.
The Rapids of the Upper Yang-tse.
The 'Vade-mecum' of the Traveller through the Gorges of the Great River.
Special Observations.
A Journey in North Sz Ch'uan.
Nan-ch'uan and the Kang-t'an River.
Up the Kia-ling River.
The Great Salt Wells.
North Kwei Chou.
The Wilds of Hu-peh.
Sz Ch'uan Plants.

Orders for Copies will be received by Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALSH, Limited.

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.
Address: Care of SUPERINTENDENT.

Intimations.

A CURE FOR ASTHMA!!!
GRIMAULT'S
Indian Cigarettes.

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections, and Difficulty in Expectoration, are promptly relieved by these Cigarettes.
GRIMAULT & CO., Paris. Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION.

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaiba, have not the inconvenience of producing Nausea.
MATICO INJECTION is used in recent
MATICO CAPSULES and in the more Chronic Cases.
GRIMAULT & CO., Paris. Sold by all Chemists.

For Sale by A. WATSON & Co., *Chemists.*

I took Cold,
I took Sick.
I TOOK
SCOTT'S
EMULSION
RESULT:
I take My Meals,
I take My Rest,
AND I AM VIGOROUS ENOUGH TO TAKE ANYTHING I CAN LAY MY HANDS ON; getting fat too, FOR Scott's Emulsion of Pure Cod Liver Oil and Hypophosphites of Lime and Soda NOT ONLY CURED MY Incipient Consumption BUT BUILT ME UP, AND IS NOW PUTTING
FLESH ON MY BONES
AT THE RATE OF A POUND A DAY. I TAKE IT JUST AS EASILY AS I DO MILK." SUCH TESTIMONY IS NOTHING NEW. SCOTT'S EMULSION IS DOING WONDERS DAILY. THREE TIMES AS EFFICACIOUS AS PLAIN OIL. TAKE NO OTHER.
Sold by all Chemists.
SCOTT & BOWNE LIMITED,
47 FARRINGDON ST., LONDON, E.C.

Sole Agents for China and Hongkong:
MESSRS. A. S. WATSON & Co., LTD.

SHARE LIST.—QUOTATIONS.—June 2, 1892.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Cor New Issue	80,000	$ 125	all	110 % prem., sellers
Bank of China, Japan and Straits, Ld.	99,875 *1,250	£ 10 £ 1	£ 1.15 £ 1	$6¼ £2[illegible], sales
National Bank of China, Limited	...	£ 10	£ 5.10	32 % dis.
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 25	$ 5[illegible]	$97, buyers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$59, sales
North-China Insurance Co., Ld.	5,000	£ 20	£ [illegible]	Tls. 237½
Straits Insurance Co., Ld.	30,000	$ 10	$ 2	$16, sellers
Union Insurance Society Co., Ld.	10,000	$ 25	$ 20	$89 sales
Yangtsze Insurance Association, Ld.	8,000	$ 10	all	$102 buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 10	$ 20	$83, buyers
Hongkong Fire Insurance Co., Ld.	8,000	$ 25	$ [illegible]	$275
Straits Fire Insurance Co., Ld.	20,000	$ 10	$ [illegible]	$15½
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, L.	40,000	$ 1	$	$8, sellers
DOCKS.				
H'kong & Whampoa Dock Co., L.	12,000	$ 1[illegible]	all	78 % pr.
STEAMBOATS.				
China and Manila S. S. Co., Ltd.	5,000	$ 50	all	$27
Douglas Steamship Co., Limited	20,000	$ 50	all	$36, sales and buyers
H.K., C. and M. Steamboat Co., Ld	80,000	$ 2[illegible]	all	$30, sales and buyers
Indo China S. N. Company, Limited	60,000	£ 10	all	30 % dis.
Steam Launch Company, Limited	2,000	$ 5	$ [illegible]	$30 sellers
China Mutual S. N. Co.	20,000	£ 10	£ 10 £ 5	£10 £ 5, sellers
Do. (new issue).	20,000	£ 10	£ 1	£ 1
REFINERIES.				
China Sugar Company, Limited	15,000	$ 100	all	$140
Luzon Sugar Company, Limited	7,000	$ 100	all	$30
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$51, sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37½	$10, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$58, buyers
Kowloon Land and Building Company	6,000	$ 50	$ 30	$9, sellers
Humphreys' Estate & Finance Co.	1,000	$ 10	all	$18½
West Point Building Co., Limited	12,500	$ 50	$ [illegible]	$23, sellers
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 100	all	$45, sellers
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$ 5	all	$6, sellers
Punjom & Sunghie Dua Samantan Mining Co.	60,000	$ 1[illegible]	all	95 cents, sales
Selama Tin Mining Company, Limited	115000 25,000	$ 5 $ 5	$ 2 [illegible]	10 cents $1, sellers
Société Française des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. [illegible]	$175, sales
The Balmoral Gold M'ing Co., Ld	15,000	$ 10	all	25 cents
Imuris Mines, Limited	17500	£ 1	£ 1	75 cents
Raub Syndicate	1,000,000	£ 1	17/11	55 cts., buyers
Société Francise des Houilleres de Tourane	8,000	Fcs. 500	F. 500 375	75 % dis., sellers
PLANTING, ETC.				
China-Borneo Company, Ld. in Liq.	7,500	$ 10	$ 55	$7, sellers
H. G. Brown & Co., Limited	6,000	$ 50	all	$28, sellers
HOTELS, ETC.				
Austin Arms Hôtel and Building Company, Limited	4,000	$ 50	$ 50	$6
Hongkong Hotel Company, Ld. 3,000 shs. issued	6,000	$ 5	all	$40 and $30, nominal
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	$ 1	all	$16
Cruickshank & Co., Limited	1,600	$ 50	all	$10, sales
LIGHTING.				
HK. and China Gas Co., Limited. *New Shares*	5,100 1,900	£ 10 £ 10	all £ 7.10	$120
Hongkong Electric Co., Limited	30,000	$ 10	$ 8	$3½, sales
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 5	all	$7, sellers
Hongkong Brick & Cement Co., Ld.	4,000	$ 25	$17.50	$7½, sellers
MISCELLANEOUS.				
Hongkong Trading Company, Limited	20,000 3,226	$ 20	$ 5	$5, nom.
Campbell, Moore & Co., Limited	1,200	$ 10	all	$4, sellers
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 2	$14½
Hongkong Bakery Company, Ld.	600	$ 5	all	$75
Hongkong Dairy Farm Co.	3,000	$ 1[illegible]	all	$5¼
Hongkong Ice Company, Limited	5,000	$ 25	all	$70
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	$95

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 188[illegible]	$1,594,700.1[illegible]	$500	8 % p. annum	$508¼, buyers
" " 188[illegible]	Tls. 767,20[illegible]	Tls. 250	7 ,, ,,	Tls. 275, buyers
DEBENTURES.				
Hongkong Hotel Mortgage Debentures 1889	$ 400,000.0	$500	6 ,, [illegible]	$5[illegible]0

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Activ	3 c	Hygom	Dan. str.	355	May 26	A. R. Marty	Haiphong	To-morrow
Amoy	5 c	Wulff	Brit. str.	732	June 1	Siemssen & Co.	Nagasaki	To-day
Arratoon Apcar	5 c	Hansen	Brit. str.	1392	May 30	D. Sassoon, Sons & Co.	Calcutta, &c.	
Avochie	5 c	Rowin	Brit. str.	1005	May 29	Jardine, Matheson & Co.	Hongay	To-morrow
Batavia	5 c	Hill	Brit. str.	1681	May 30	Dodwell, Carlill & Co.		
Benalder	3 c	McIntosh	Brit. str.	2215	May 30	Gibb, Livingston & Co.		
Bengloe	3 c	Farquhar	Brit. str.	1158	May 31	Gibb, Livingston & Co.		
Benlamond	3 c	Thomson	Brit. str.	1754	May 25	Gibb, Livingston & Co.	Yokohama	To-day
Benledi	5 c	Clark	Brit. str.	1441	May 3	Gibb, Livingston & Co.		
China	5 c	Seabury	Brit. str.	3725	May 22	P. M. S. S. Co.	San Francisco	To-day
Chingtu	5 c	Hunt	Brit. str.	2000	May 29	Butterfield & Swire	Sydney, &c.	4th inst.
Cicero	3 c	George	Brit. str.	1030	June 2	Chinese		
City of Beyast	9 c	McAlpin	Brit. str.	1415	June 2	David Sassoon, Sons & Co.		
Cosmopolit	5 k	Schaefer	Ger. str.	551	May 30	Wieler & Co.	Touron and Quinhon	To-morrow
Don Juan	...	Beltran	Span. str.	654	May 27	Brandao & Co.	....	K'loon Dock
Fooksang	3 h	Wilde	Brit. str.	991	June 2	Jardine, Matheson & Co.	Swatow	To-day
Frejr	...	Strand	Dan. str.	397	May 30	Arnhold, Karberg & Co.	Hoihow, &c.	K'loon Dock
General Werder	10	Blanke	Ger. str.	1820	May 28	Melchers & Co.	Nagasaki, &c.	
Glenfalloch	3 c	Darke	Brit. str.	1434	May 31	Jardine, Matheson & Co.	Shanghai	To-morrow
Hailoong	5 h	Hall	Brit. str.	783	May 28	Douglas Steamship Co.	Coast Ports	To-day
Haiphong	5 c	Galletti	Frch. str.	874	May 30	Messageries Maritimes	Haiphong	4th inst.
Holstein	3 c	Bruhn	Ger. str.	985	May 26	Wieler & Co.	Saigon	To-morrow
Kong Beng	...	Jackson	Brit. str.	852	May 26	Yuen Fat Hong	Swatow & Bangkok	Cos'tan Dock
Kweilin	5 c	Vanden	Brit. str.	1085	June 2	Butterfield & Swire	Shanghai	To-day
Kweiyang	3 c	Outerbridge	Brit. str.	1060	June 1	Butterfield & Swire		
Lancelot	3 c	Case	Brit. str.	1564	May 25	Arnhold, Karberg & Co.		
Loo Sok	1 c	Benson	Brit. str.	1020	May 13	Yuen Fat Hong		
Memnon	5 k	Branch	Brit. str.	825	May 28	Butterfield & Swire	Sandakan	To-morrow
Michael Jebsen	8 c	Mathiesen	Ger. str.	710	May 27	Geo. R. Stevens & Co.	Iloilo	To-day
Mogul	8 h	Johnson	Brit. str.	1827	May 29	Dodwell, Carlill & Co.	Moji	To-morrow
Namoa	5 h	Roach	Brit. str.	863	June 2	Douglas Steamship Co.	Swatow, &c.	
Niobe	5 c	Pfaff	Ger. str.	1440	June 1	Siemssen & Co.	Yokohama	To-morrow
Ooryia	5 c	Daly	Brit. str.	419	May 23	Butterfield & Swire		
Picciola	3 c	Hass	Ger. str.	874	May 28	Melchers & Co.	Iloilo	To-morrow
Pilot Fish	[illegible]	[illegible]	Brit. tug	161	......	H. K. & W. Dock Co.		
Propontis	4 h	Farrand	Brit. str.	1567	May 31	Arnhold, Karberg & Co.		
Rio	3 c	Ufderup	Ger. str.	1287	May 30	Wieler & Co.		
Strathallan	1 c	Mckenzie	Brit. str.	1489	May 25	Jardine, Matheson & Co.		
Swatow	3 c	Binge	Ger. str.	630	May 31	Melchers & Co.		
Taisang	3 c	Hogg	Brit. str.	1505	June 1	Jardine, Matheson & Co.	Shanghai	To-day
Torrington	...	Young	Brit. str.	1565	Feb. 2	Jardine, Matheson & Co.	....	K'loon Dock
Venetia	5 c	Creery	Brit. str.	1609	May 23	P. & O. S. N. Co.	Bombay, &c.	7th inst.
Zambesi	4 c	Edwards	Brit. str.	1560	May 8	Gibb, Livingston & Co.		
Sailing Vessels								
Adolph	5 c	Westerguard	Ger. bqe.	807	April 28	Arnhold, Karberg & Co.		
Aron	5 k	Christensen	Norw. bqe.	634	May 24	Eduard Schellhass & Co.		
Charmer	1 c	Holmes	Amer. sh.	1796	May 14	Jardine, Matheson & Co.		
Columbus	3 c	Stover	Ger. sh.	1429	May 30	Melchers & Co.		
Mabel Taylor	8 c	Durkee	Brit. sh.	1298	June 1	Hewett & Co.		
Mary Blair	7 c	Askin	Brit. bqe.	328	May 17	Order		
McLaurin	3 c	Cuke	Amer. sh.	1312	May 26	Jardine, Matheson & Co.		
Omega	4 c	Brown	Brit. bqe.	480	May 8	Master		
Sanshaw	...	Inokay	Brit. bqe.	729	May 7	Gibb, Livingston & Co.	....	K'loon Dock
Tpinaway	5 c	Garrick	Br. bgtine.	325	May 31	Siemssen & Co.		
Parapaca	4 c	Kenett	Brit. bqe.	450	May 27	Order		
Wandering Jew	8 c	Nichols	Amer. sh.	1650	May 12	Order		
Wm. H. Smith	9 c	Brown	Amer. sh.	1908	Mar. 16	Jardine, Matheson & Co.		
Wm. J. Botch	5 c	Bray	Amer. sh.	1665	April 29	Order		

Her Britannic Majesty's Ships on the China Station.

Name	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. Chas. H. Adair	Shanghai
Archer	cruiser 3rd class	3500	6	—	Comd. J. Ferris	Shanghai
Caroline	cruiser 3rd class	1400	14	1440	Captain Clutterbuck	Shanghai
Egeria	surveying ship	740	—	—	Commander A. M. Field	Sandakan
Esk	g-bt. 3rd class coast defence	363	3	340	——	Shanghai (in dock)
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. L. G. Tufnell	Hongkong
Hyacinth	cruiser 3rd class	1420	8	1190	Captain Robt. W. Craigie	Singapore
Impérieuse*	twinscrew battle ship	8400	10	10000	——	Shanghai
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	Hongkong
Linnet	gun-vessel 2nd class	756	3	1050	Commander V. A. Tisdall	Hongkong
Mercury	cruiser 2nd class	3730	13	7290	Capt. Chas. J. Balfour	Hongkong
Pallas	cruiser	2575	20	7500	Captain Angus MacLeod	Shanghai
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Ingram	Hongkong
Penguin	cruiser	1030	—	—	Captain W. V. Moore	Shanghai
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Hewett	Shanghai
Plover	gunboat 1st class	755	6	1200	Lieut.-Com. Lewis Knox Bell	Singapore
Porpoise	cruiser 3rd class	1770	[illegible]	3500	Commander Barr	target practice
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. J. G. Hough	Hongkong
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. F. Wm. Freeman	Shanghai
Severn	cruiser 2nd class	4050	12	6000	Captain T. H. Henderson	Shanghai
Swift	gun-vessel 2nd class	756	5	1000	Commander Robt. D. B. Bruce	Chinkiang
Tweed	g-bt. 3rd class coast defence	363	3	340	——	In reserve
Tyne	troopship	1543	—	—	Commander N. A. Pollard	Singapore
Victor Emanuel	receiving ship	5157	14	—	Commodore H. B. Palliser, R.N.	Hongkong
Wivern	coast defence ship, armour turret	2750	4	1450	——	Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Freemantle, K.C.B., C.M.G.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Alert	U. S. corvette	1020	8	—	Captain Hitchcock	Nagasaki
Alliance	U. S. gunboat	615	—	—	Commander Felix McCurley	Nagasaki
Aspic	French gunboat	470	4	450	Commander Journet	Kiukiang
Bengo	Portuguese gunboat	462	—	—	Captain J. J. Moreiro	Hongkong
Charleston	U. S. cruiser	3730	8	—	Captain Romey	Kobe
Curtatone	Italian cruiser	363	—	—	Captain S. Palermo	Shanghai
Diu	Portuguese gunboat	706	—	—	Captain H. M. Gomes	Macao
Hiyei	Japanese cruiser	2248	—	—	Capt. M. Mori	Nagasaki
Iltis	German gunboat	489	—	—	Captain Müller	Shanghai
Inconstant	French gunboat	800	—	—	Capt. de Jonquine	Wuhu
Itsukushima	Japanese cruiser	4217	—	—	Captain Issobe	Kobe
Lancaster	U. S. cruiser	2120	—	—	Capt. Lely	Amoy
Lion	French gunboat	490	—	—	Lieutenant Papaix	Amoy
Lutin	French gunboat	485	4	420	Captain Nény	Touron
Marion	U. S. corvette	1900	7	1170	Commander Dye	Amoy
Mandjour	Russian cruiser	1700	—	—	Captain V. Brandt	Kobe
Monocacy	U. S. sloop	1370		1470	Lieut.-Com. Barber	Shanghai
Pamiat Azova	Russian cruiser	6500	—	—	Captain Bauer	Amoy
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Craig	Shanghai
Petrel	U. S. gunboat	884	—	—	Lt.-Com. M. R. S. Mackenzie	Shanghai
Pluvier	French gunboat	540	—	440	Lieut.-Commander Lapied	Haiphong
Reina Cristina	Spanish cruiser	3000	—	—	Captain Pedro Cazorla	Amoy
San Quintin	Spanish gunboat	1893	—	—	Capt. De Manuel Bliza	Manila
Sivoutch	Russian cruiser	900	1	1000	Commander Plaksin	Shanghai
Swatara	U. S. corvette	—	—	—	Commander John McGowan	Kobe
Triomphante	French cruiser	4500	—	—	Capt. Borel de Brétizel	Saigon
Velasco	Spanish cruiser	—	4	—	Captain Jose Ferrandiz	Shanghai
Villars	French cruiser		—	—	Captain Thomas	Shanghai
Vipere	French gunboat	480	4	125	Commander Conatolla	Shanghai
Volturno	Italian gunboat	346	—	—	Captain Chev. Ricotti	Shanghai
Wolf	German gunboat	384	6	340	Captain Hellhoff	On a cruise
Yamato	Japanese corvette	1476	7	—	Captain Moro-oku	Shanghai

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